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MAGAZINE

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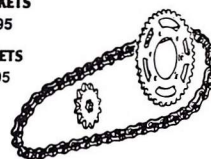
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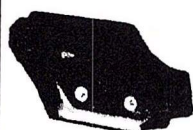
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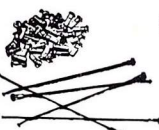
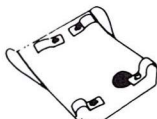
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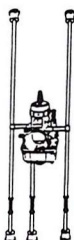
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Trail Rider MAGAZINE

On the cover: Heroes come in all shapes and sizes, and this month our hero is Christian Crum. When an auto accident damaged nerves in his arm and made it useless, he and his father Dave modified his XR for one-handed operation and they both went racing. Chris won the Trail class at the Sandy Lane this year, and won the C Four Stroke class at the '95 Scrub Pine—riding one handed. Hats off to them both!

**June 1996
Volume 26 Number 6**

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Warning: We are not responsible for typographic errors, which could include practically everything in the magazine. Opinions expressed in Trail Rider are well-meaning and insightful, and therefore couldn't possibly be the opinions of the publisher, who is well-known to be nothing much more than a big dumb white guy. When you're riding, use all the protective gear you can, and be careful out there. Motorcycling is a dangerous sport, and magazine writers are a dangerous class of people. Don't emulate us and you'll be okay; also stay off of closed riding areas and make nice with everyone you meet. It's a small world.

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LAST OVER



The Last Massachusetts Witch Hunt

As this is being written, the Massachusetts Department of Environmental Management's ORV policy is still up in limbo. In case you haven't been paying attention, the Massachusetts situation has been critical since last summer, when the DEM announced they were going to solve the ORV problem by closing all the state forests to motorized recreation, specifically trail bikes and ATVs. Since then, there has been a huge public outcry against the ban, culminating in massive turnouts against the ban at public meetings early last winter. In these meetings, dozens of people got up to speak against the ban, including equestrians, hikers, little old ladies, snowmobilers, posy sniffers, city folk and country folk alike. In the Pittsfield meeting, for example, in the heart of the Berkshires, 1500 people crammed the hall for the meeting. 79 people got a chance to speak, and only one of them spoke in favor of the ban.

The reason for all this support from people outside the sport is simple: once the Massachusetts DEM excludes us from the forests, it will be a simple matter to exclude any other group. Soon they could shut everyone out, gate-off all the entrances, and then heavily arm their "rangers" and instruct them on the use of violent force to keep everyone off "public" land (in Massachusetts, they don't even refer to State Forests as "public" land; up there it's "state land.").

So with the massive outcry at the public meetings, us New England off-roaders figured our work was done. We had defeated the DEM on their turf, and now they would pack up their bureaucratic, lily-white Boston behinds and go back to what they do best: wasting taxpayers' dollars pushing around paper and not producing anything. Life would go on once again.

However, we were wrong. The DEM reported to the Board that negative reaction to the plan was minimal, and positive reaction was huge—all outright lies—but went ahead and created a revised plan to placate the NETRA lawyers. The revision they came up with can be best described as a gross insult to the intelligence of anyone even slightly sharper than a sea slug...however, they appear quite proud of their work. If you want your very own copy, you may be able to get it from the DEM at P.O. Box 1433, Pittsfield, MA 01202; or call (413)442-8928. We're not going to reprint the whole four-page document, but here's a few salient points:

- The second paragraph states that the intent of the policy is to significantly limit the extent of ORV use. No sense mincing words.

- Out of 55 or so state forests, only nine of them would be open to recreational ORV use. In the document they state "All other DEM properties will be off limits to motorized trail use." Note once again, that this is DEM land, not public land purchased with taxpayers' money.

- Riding would only be allowed on "specifically designated and marked trails." In other

words, if a trail isn't marked open, it is illegal to ride there. Since most all of the trails are now unmarked, when the "policy" (let's just call it a "ban" from here on in) goes into effect all trail riding will immediately be illegal, until they get around to marking and signing the trails. Of course, then they have budget problems, and can't afford to make the signs, so you can't ride. Simple, no?

- Budget money shouldn't be a problem, because the way the ORV ban papers are written, it won't cost DEM a thing, except for more ammunition for their police. The ban calls for a Memorandum of Agreement between the DEM and a club that is willing to sign on the dotted line to be responsible for a state forest's trails. Once signed, the MOA demands that the club be responsible for trail maintenance, signage, provision of tools and equipment, and patrolling and policing the trails. The club would be responsible for all actions of anyone using the trails, and if the DEM doesn't like what's going on, they'll just close "their" forest.

- The capper: riding on Sunday would be illegal. This must have been a nod to those fun-loving extreme right-wing fundamentalists so in vogue during an election year. The ban says "similar to hunting," ORV use would be prohibited on Sundays. I have nothing against hunting, and am all for hunters' rights, but riding a dirt bike towards a group of hikers is a whole lot different from emptying a high-powered rifle at them. Actually, the hew and cry from NETRA lawyers already made them reconsider this point, and now the DEM has changed the prohibition day to Saturday, saying they have to have a day off from ORV use. Okay, why not Wednesday?

There is more to complain about in the DEM's trail ban policy, but mostly it has to do with policing and funding. We should be grateful I guess that they don't also call for tattooing a number on our wrists, in order to ride the trails.

The whole document is absurd; the end product of what happens when people with a not-so-hidden agenda all gather together in the same government agency (where they are paid quite well with public funds raised through taxpayers). Someone has a serious desire to ban us from the trails no matter what, and who could that be?

There are two. Peter C. Webber, Commissioner of the Department of Environmental Management, and Trudy Cox, Environmental Affairs Secretary. Webber is the axe-man in this affair. He was a state Representative from the Berkshire region, appointed to his job at the DEM by Governor Weld, and is very anti-motorcycle. Cox is a short-timer in Massachusetts, as she's top of the list candidate for the presidency of the National Wildlife Federation. If she gets the job she'll be out of our hair, but in the mean time she seems to have made this bike ban her swan song in Massachusetts, and is determined to get it passed. They are both inveterate tree-huggers, bent on closing the woods to all but their rich friends.

Top of the list, though, is William F. Weld, Governor of the state of Massachusetts. Weld has his hands full pressing the flesh and running against Kerry for one of the U.S. Senator seats in the November elections. He desperate-

ly wanted to be also known as an "ecology-minded Governor," so he left that part of his campaign to his trusted minions in the DEM, and now he has egg all over his face with the off-road users in the state. Since he hasn't simply stepped in and torn up all the papers, and sent the DEM employees back to work breeding trout and whatever else useful they might know how to do, you should make sure that William Weld knows he will never win his Senate bid if the ban goes through.

This is important. I know it is terribly boring and a real pain to pick up the phone and call government offices, but they make it that way, so you won't call them! Our only slim chance at getting this whole situation curbed is to con-

tact the Governor's campaign headquarters and make sure they know that you have a vote you'll spend in the opposite direction if the Governor doesn't step forward and squash the proposed ORV ban by the DEM. The DEM Board is voting on whatever policy proposal they have in front of them on April 23, which is a couple of weeks away as this is being written, but far in the past by the time you read this.

The Massachusetts ORV ban may be a done deal by the time you read this, but you can force the Governor to sit up and do something

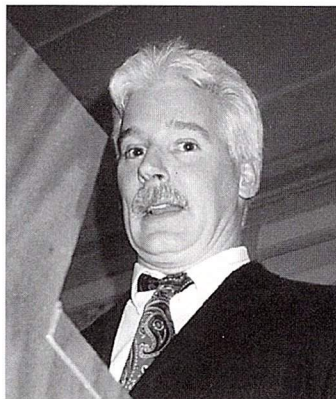
about it if you keep hitting him with your vote! Tell the Governor's office or the campaign headquarters that you're a Massachusetts voter and you think his administration put together a bad ORV plan, and that something has to be done to stop a DEM that has gone out of control. No positive response on the ORV policy, no vote from you. It's that simple.

Also, you might suggest that he allow MARTAB, the Massachusetts Recreational Trails Advisory Board, put together a trails use proposal. MARTAB is headed by Becky Gallagher, an equestrian, who has a honest outlook on the situation and is quite fair-handed towards ORV users. MARTAB actually already submitted eight pages of suggestions to the DEM, but they were all ash-canned in short order. The DEM will not listen to anyone who doesn't threaten their political careers.

I know it's tough. I would dearly love to have good news for you on this situation, but this is the way government works in a world out of balance. Please call these numbers, and get all your Massachusetts friends to call as well (since this is now an election issue, people calling from out of state have no effect, period).

Here's the numbers: Weld Campaign Headquarters, (617)367-9400. Main State House number, (617)727-3600. Governor's Office, (617)727-9173. Constituent Services, (617)727-6250. Please call each number, to make sure they know you're serious. Remember, we have to show them numbers, so get your friends to call, too.

Finally, I want to make sure everybody knows that I keep harping on this stuff not because I'm afraid I'd lose some business if Massachusetts outlaws trail riding, but because I want to continue to ride in that fine state. The Berkshire hills, the northern top of the state and the Winchendon Loop, Savoy Mountain State Forest and the teeth-grinding rocks down in Freetown. It's all great riding, and it wouldn't be any fun to have to ride it illegally. □



Where To Ride June 1996

6/1-2 AMA ISDE Qualifier
Idaho City, ID
6/1-2 Boyers GNCC Boyers, PA
6/2 Green Marble Enduro Whiteford, MD
6/2 King Phillip East Enduro
Wrentham MA
6/8 NETRA Trail Riding & Enduro School
Union CT
6/8-9 New Hampshire Classic Turkey Run
Loudon NH
6/8-9 AMA ISDE Qualifier
Tillamook, OR
6/9 ECEA Hare Scrambles
PBER, South Jersey
6/9 New Eng. Championship Enduro
Somers CT
6/15 Dam Good Junior Enduro
Thomaston CT
6/15-16 Starvation Point GNCC
Elizabeth, WV
6/16 Dam Good Hare Scrambles
Thomaston CT
6/16 VFTR Dual Sport Eastern PA
6/22 Knox I Junior Enduro Southampton,
MA
6/22 Nervous Novice Parent/Child Ride
Southampton MA
6/23 Little Rhody National Enduro
W. Greenwich, RI
6/30 AMA National Hare Scrambles
Berkshire, NY
6/30 Central Vermont Hare Scrambles
Chelsea, VT
6/30 IDR National Hare Scrambles
Speedsville, NY

New England, while down south we have
ECEA's Green Marble on June 2.

High Mountain Address

The address for the High Mountain Dirt
Riders in the 1996 ECEA schedule is printed
incorrectly. The correct address is 85
Kirby Avenue, Mountaintop PA 18707.
Their enduro is the Shotgun Run enduro on
July 7, and that date is correct as written
on the schedule. Phone numbers for
enduro information are (717)474-2172 or
(717)799-0107, the fax number is
(717)799-0582. □

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)

RD 4 Box 5671
Jonestown, PA 17038
(717)865-0601

Vermont Trail Riders Asc. (VETRA)

P.O. Box 136
South Pomfret, VT 05067

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Racer Productions
(AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

Budds Creek Hare Scrambles

(301)475-2000

District 4 Enduro Comm.

(716)594-0384

AMA

P.O. Box 6114
Westerville, OH 43081
(614)891-2425

New York Trail Rider Alliance, NENYC

8 Komar Drive
Charlton, NY 12019

District 6 Sports Asc.

P.O. Box 554
Lebanon, PA 17042

SETRA

5165 Thompson Mill Rd.
Lithonia, GA 30038

Blue Ribbon Coalition

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handy. If they work as well as the glue-less patches they've been using in the bicycle industry for a couple of years, they'll put the glue-tubers out of business. To learn more, contact Access Marketing at (805)489-0490.

ISDE Tour

You may have noticed an ad in this issue and the last issue, for the AMA's ISDE Tour this year. It's a good deal, as always, and if you're a Six Days fan you should seriously consider the trip. I don't think anyone who's taken a Six Days tour has come away disappointed. But, more importantly, if you call the number for more information or to sign up, make sure you tell them Trail Rider sent you. Reason? We donated the advertising space, and we want to make sure they know where the interest is coming from.

Berg Racing

If you've been looking for titanium parts for your Japanese MXer-turned-woods-racer, we just received a brochure you might be interested in. Berg Racing appears to be a purveyor of such exotica as titanium shock springs (available for WP, Ohlins, KYB, Showa) that are 40 percent lighter

Pick a Skab

Maybe, just maybe, we won't have to be so diligent about carrying tubes with us when we ride from now on. You see, the main problem with patch kits is that the glue dries out before you ever get to use it—check yours right now, you'll see. Without glue, standard patches are useless, but now there's something much better. Skabs are pre-glued inner-tube patches, made by the same people who brought you Slime, that you can carry in your fanny pack and never have to worry about a tube of glue breaking or drying out. They're cheap—\$3 for a pack of six one-inch or three two-inch Skabs—and certainly



No More Two Strokes?

The rumored end of the two-stroke motorcycle may be a lot closer than we really thought, at least in California. Earlier this spring, details of the new CARB (California Air Resources Board) regulations were released and it puts a severe strain on future trail bike sales in the Golden State. The regulations say that all off-highway motorcycles and ATVs over 90cc must meet state emission standards in order to receive a green sticker for trail-based recreation use. As the technology sits right now, no two-stroke engine is capable of meeting California state emission

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standards, save possibly Honda's experimental ESP two-stroke. Most four-stroke machines are capable of meeting the standards, and no big hassles are seen bringing them in line. The regulation goes into effect on January 1, 1997, so expect to hear a lot of loud complaining, starting in the fall.

Road Tour

Have you ever wanted to go to Europe or New Zealand, rent a road bike and go on a real road tour? Neither have we, but a fine looking brochure package came in here today from Beach's Motorcycle Adventures, Ltd., that makes it look all too appealing. It's all road bike stuff, so we're not going to get into it, but if you're interested call them up and ask for some literature. The number is (716)773-4960.

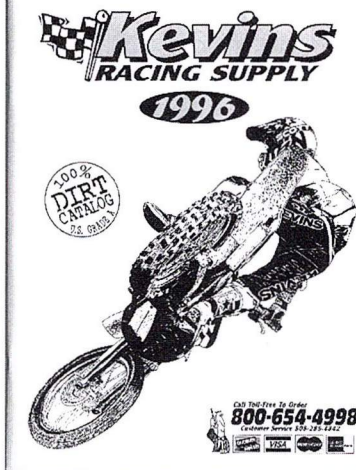
Colorado Rides

If you want to take a tour in the Colorado Rockies this summer, plan on giving Tracy Smith a call and see if you can fit into one of his tour schedules. Tracy has a small business called Greater Colorado Trail Rides, Inc., and has been running tours throughout Colorado for many years. We believe he's incapable of getting lost in Colorado, and can recognize any part of the state in the middle of a moon-lit night. You get the idea. GCTR's address is 1304 Angel View Circle, Salida CO 81201, and his phone number is

(719)539-3056.

Husky Support

You can make money riding a Husky these days. Cagiva North America this spring announced their 1996 Race Support Program, available in 24 different national and regional series. Six classes are supported: 125A, 250A, Open A, Four-Stroke A, Vet A and Senior A. First place in class pays \$1000 in a national, \$600 in a regional; second place pays \$700 in a national and \$400 in a regional. All off-road nationals are covered, as well as ECEA and NETRA (both enduro and hare scrambles for both series), and many others. For full details on how you can sign up, get in touch with your Husqvarna dealer.



Catalog O'The Month

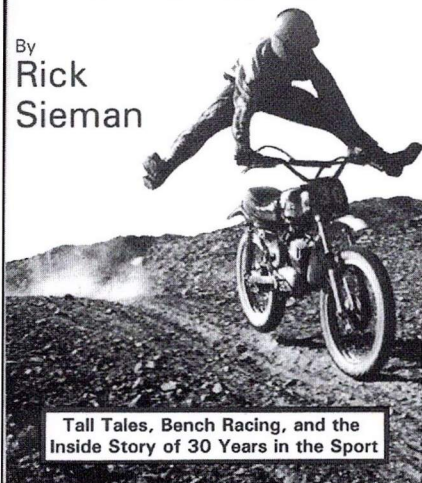
Kevin's Racing Supply in Massachusetts has cranked out its new catalog, and they're now up to 80 pages. Kevin's is unique in that they carry all the little weird things that appeal to enduro riders and trail riders, and real eastern stuff like Deep Water Venting Systems and the like. For a free copy, just call them at (800)654-4998. □

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SNOW RUN

The snowiest winter ever on the east coast, and the Snow Run gets postponed. Go figure....

by Paul Clipper

Stafford, CT 3/3

The big question this year about the Snow Run was weather it was going to happen at all. All winter long we had been bombarded with white stuff, leaving the denizens of Connecticut wondering if they'd even be able to find the trail under the drifts. Personally, I wore out two snow shovels down here in Jersey, so I know it was bad up there. Winter weather being what it is here in the east, we always expect some February thaws, but nobody was ready for what happened at the end of the month.

I left home early afternoon on the Friday before the Snow Run (original date), with a test Husky in the back to return to Valley Motorsports, right next to my cross country skis. Earlier in the week they had gotten hammered with snow up in Massachusetts, and I was looking forward to crashing at Jinxberry's and getting in some quality skiing on Saturday. Like most trips north, this one was a marvel of modern planning, and I planned to hook up with Jinxberry in Northampton, Friday between four and five, where we'd drop the Husky off at Valley (right down the street), and then possibly head up to Shelbourne Falls to pick up my newest basket case, a 1981 KTM 250 you'll probably hear more about in the future.

Well, we hooked up easy enough, but I was too late to make the connection in Shelbourne Falls, so we headed over to Valley to drop off the Husky. I wasn't in the

door 30 seconds before Jerry was laughing that I'd come all the way north to not ride the canceled Snow Run! You see, although

off I went to Stafford once again, this time with plenty of confidence that it would be a decent event.

And boy, was it. The ground had frozen during the week and the snow moved in, and on the morning of the event we had snow squalls moving through at regular intervals, some of them dropping two or more inches of snow at a time. One particularly heavy squall hit just as riders were lining up for the start, reminding them that winter was indeed still here, and if they had put away a snowblower...well, they'd need it when they got home!

Since this weekend was the first weekend of Daytona Speed Week there were a few riders out of town. Jim Mitchell was off for Daytona, but Rick Claxton was back in town, after spending a couple of weeks with Kevin Hines out west, doing the national enduro. Also, Rich Lafferty had come up from South Jersey, saying "I've been riding on these Trelleborgs all winter down south, I figured I'd come up here to see how good I was on them!"

You certainly needed Trelleborgs, or some other spiked tires for the event, that's for sure. Six inches of new white stuff blanketed the ground while the first numbers departed, and like we said, none of it melted as more came down. It was a true Snow Run, and hiking back into the woods to watch and take pictures was a real ordeal, with the wind blowing and ankle-deep snow to scuff through. It was



Eric McEachern kept on the gas through the snow and wind, and nabbed the overall at the Snow Run.

there was snow everywhere north of Springfield, it was better than 50 degrees outside, and down south in Stafford the woods were not only bare, they were as soft as mud season. No way could you ride in these conditions without wrecking the trails, so the Connecticut DEP had shut off the Ramblers M.C. and laid down the law: postpone it, or can it.

Was I upset, driving all the way north for nothing? No way, that just meant two days of skiing, rather than one!

Fast forward seven days. The Snow Run had been postponed for a week, and now it was Saturday morning, March 2. Even as I stood in the living room sucking down coffee, the snow was slamming down outside. Last weekend, we had seen nearly four feet of snow up at Jinxberry's melt down to barely a foot and a half. We skied, but mostly through slush; while all the rivers flooded downstream and the less-informed happily put away their snow shovels. Now here it was snowing like mad again, almost a foot on the ground already. Zack was itching to go sledding and what the heck, so was I. With this kind of weather the Jersey Turnpike didn't look too appealing.

But that was at seven o'clock; by noon the snow had stopped and the sun broke through, and without the Snow Run I'd have nothing new to put in this issue, so



A New Jersey guy came up and finished second overall. Richard Lafferty showing he knows how to ride in snow.



Taking a ride to the line with dad Gene Sweetser. "Gee, this is fun, but I'm glad I don't have to ride it all!"

actually difficult to tell who was who, and like any enduro you couldn't tell who was doing well and who wasn't.

As it turns out, the guy from New Jersey, Rich Lafferty, was doing all right. He really couldn't believe it—the deep, blinding snow, the hidden rocks, the fast trails—but he went his best and was setting the pace through some sections. Luckily for New England's pride, though, local rider Eric



Nothing like a happy smiling face from someone frozen inside of his helmet. Jerry Shinnars plays snowman in the woods.

McEachern was matching him check for check, and finished up 24 seconds better than Lafferty, 11:13 to 11:37. McEachern took the overall win, while Lafferty brought home the High Point A trophy to show his family. You'd better hope they all don't start coming up north; if they do, NETRA's going to be exporting a lot of trophies to the flat lands!

Rick Claxton had a good ride going but lost an additional point on his card, finishing up third overall with a 23. Matt Bingham clocked in at fourth overall, and Kevin Howley was the fifth place finisher and first A Bantam. Paul Piva was the High Point B



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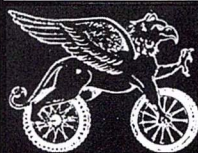


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winner, with 36 points lost in the B Lightweight class, and Mark Beauregard topped the C class, with a 47-point card in the C Bantam class.

Sure, everybody groaned when they heard that the original Snow Run date was postponed, and it's a shame that some of the NETRA regulars missed it because of

Daytona, but wasn't this better, overall? The original date would have been a trail-wrecking mud-fest; far better to run it with the ground frozen. You have to admit, having all that snow coming down really added to the flavor of the event. It wouldn't have been a proper Snow Run without it, would it? □

Snow Run Enduro Class Results

Eric McEachern Yam 22

Overall High Point

Richard Lafferty KTM 22

High Point A

Paul Piva Suz 36

High Point B

Mark Beauregard KTM 47

High Point C

A Bantam

1. Kevin Howley KTM 31
2. Darrell Szlachetka Kaw 39
3. David Fraser Kaw 43
4. Hans Neff KTM ck.10
5. Luke McNeil KTM ck.10

A Light

1. Eric McEachern Yam 22
2. Rick Claxton Hon 23
3. Matt Bingham Yam 28

A Heavy

1. Bill Sironen KTM 38
2. Mike Zahansky KTM 43
3. Eugene Sweetser ATK 53

A Four Stroke

1. Rich Seymour Hon 37

A Senior

1. Jim Smith Hon 32
2. Roger Rodrigue KTM 43
3. Bill Johnson Hon 45
4. Denis Laliberte Hus 68

A Veteran

1. Ken Robbins Hon 38
2. Ed Bishop Kaw 39

3. Scott Gustafson Hon 43

4. Max Parkes KTM 43

5. Larry Pugrab KTM 26

B Bantam

1. Chris Hageman KTM 40

2. Jason Rawlings KTM 41

3. Jean Claude Zwick Kaw 46

B Light

1. Paul Piva Suz 36

2. Kevin Knott Suz 37

3. Neil Dennett KTM 43

4. Glen Arnold Suz ck.3

5. Randall Gifford KTM ck.3

B Heavy

1. Marcel Mathieu KTM 44

2. Mike Stone KTM 45

3. Brooks Saunders KTM 48

4. Bill Wentworth KTM 65

5. Thomas Hardy Hus ck.2

B Four Stroke

1. Justin Lis Hus 43

2. Layne Dutlinger Kaw 46

3. Kevin Jordan Hon 53

B Veteran

1. Bob Edwards KTM 51

2. Steve Brown KTM 53

3. Bob Stadler Kaw 53

4. Tim Dinger Kaw 59

5. Dan Joseph KTM 63

B Senior

1. Bob Kamay Kaw 48

2. Russ McIntyre Kaw 53

3. Bob Landry Hon 54

4. Bob Young KTM 60

C Bantam

1. Mark Beauregard KTM 47

2. Richard Clark Kaw 60

3. David Corrao Hon 63

4. Richard Desrosiers Kaw ck.13

5. Cory Barovicka Hus ck.11

C Light

1. Eric DeGray Kaw 51

C Heavy

1. Dave Wernerbach ck.11

2. Paul Vasconcellos Suz ck.3

C Four Stroke

1. Ken Semerjian Hus 49

2. Doug Morrison Hus 56

3. Brian O'Shea Hon 56

4. Alan Ewald Hon ck.12

5. Josh Leonard Hon ck.7

C Veteran

1. Chris Tsokalas KTM 67

2. Ken Atkins Kaw ck.5

C Senior

1. Greg Wibben Hon 57

2. Paul Lansky Kaw 73

3. Jerry Ryan H-M 96

4. Francis Kaess Hus ck.13

5. Kevin McKenzie KTM ck.10

Super Senior

1. Keith Goodell Hon 44

2. Gordon Razee Hon 55

3. Jerry Shinnors KTM ck.10

4. Irwin Moiseff Kaw ck.7

Women

1. Karen Whittier Kaw ck.13



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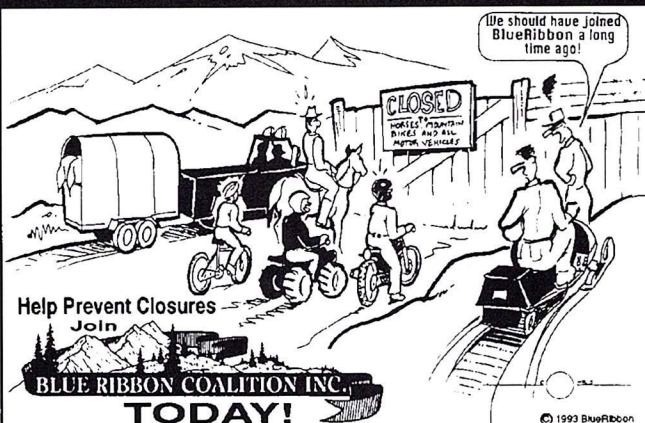
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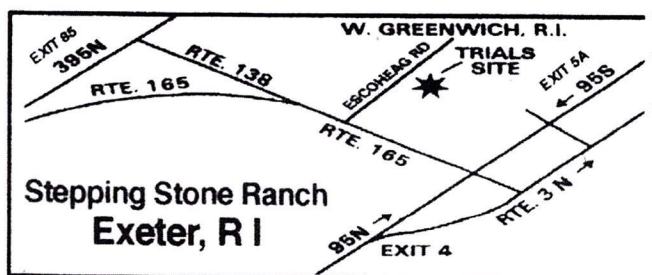
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Sandy Lane Enduro

A good day for the granddaddy of ECEA enduros

by Mark Uth

Greenbank, NJ 3/17

If ever there was a winter that had us jonesing for spring and the start of the racing season, this was it. The wrath of winter played havoc this off-season, reducing our riding time considerably. A somewhat unfortunate side effect of this cabin feverism was that our fermented beverage consumption proved inversely proportional to the amount of riding we got in. Drunk and out of riding shape, it was fitting that the ECEA season opener should fall on St. Paddy's day, a day which would have otherwise been spent in a green beer-induced stupor. As it turned out, the only green we saw was that of check point flags and pine bows slapping our face.

Meteor hosted the event, the 59th running of the Sandy Lane Enduro. The first ever under the new reign of club president Rudy O'Egberts, the 1996 race format was plenty familiar, using Meteor's patented trail by committee system of laying out an enduro. Unfortunately this year's winter snows kept even Meteor's vast hoards of trail nymphs inside, out of the woods (and no doubt soused as well), resulting in little fresh trail and a course that predominantly followed last years course in the opposite direction. Not surprisingly, this made for well worn

trail, even for early rows, and considerable existing rutting through the numerous wet sections, in spite of the club's best efforts to clear out alternate lines.

The race again started from the Greenbank Sportsmen's Club grounds, off county 563 in Greenbank. Making use of some of that St. Paddy's "Luck-o-the-Irish" the event was graced with fair weather, cloudy to partly sunny skies, and high temperatures that might have risen into the low 50s. Given this winter's performance, however, anything could have happened, making even these mediocre conditions downright spring like. All told, this brought out considerable riders, as nearly 350 entered.

The club had laid out a 75 mile ride with three remote gas-availables. The course included six special tests, each sandwiched with check-in and check-outs. Aside from the day's final points taker, each was fairly short, in the four to five mile range, a very fortunate characteristic to those of us still sporting our winter paunch. Half of those check-outs were emergency checks.

Competition was tight from the onset. After some early morning time keeping and the obligatory MX section through the Maxwell pit, the day's first points-taker ensued. At the check-out, the best scores were 2's posted by Mark Spence, Jack Lafferty, Jr. and Marc Grossman, giving them the early lead, followed by a host of other top contenders with three-point scores.

Cruising to the next points taker, riders got a rest at the day's first gas available, and after departing were dumped into some fast dike trail. A check was located within this potential points taker that all top riders easily zeroed. Soon thereafter, another check-in and another short special test. At the emergency check-out a handful of ones proved best, posted by the Lafferty brothers (Jack Jr. and Richard), Spence, Grossman, Vanaman, and Benson. Spence, aboard his Manassas Honda CR250, had the best score in the section, a 1/62, for the early lead. The course made



Sam Deninno was the winner of the A Four Stroke class on his brand-new 400. There are more and more thumpers out there.

its way to the second gas available from here, located in Chatsworth. At this juncture, Spence, Jack Jr. and Grossman were all tied at three points down, Richard Lafferty trailed by a point while a host of



Stewart Crouch rode well enough to finish 20th overall, but in the A Vet class that's only good for fourth place. Hey Stewart—you would have won A Four Stroke going away!



Either Ross Benson or Robert Morris steamboat their way through a wet rut. They both rode Suzukis on minute 25, and frankly we can't tell them apart!



Chris Crum continues his winning ways, this time taking the Trail class win with one arm tied behind—uh, in front of—his back. Try this next time you're injured.

However, at the emergency check-out he still managed to minimize the damage by tying Rich Lafferty for the best score through the section, 3/202, each just making the flip of the card.

Spence and Jack Jr. weren't so lucky and posted fours, along with Vanaman, Benson and A class hopefuls Dave Groemm, Tom Folkl, and John Roeske. The last test before third gas of the day was another short section that found no one gaining or losing ground. Each rider contending for the overall posted a three, which left Rich Lafferty and Spence tied with 11 before the final push back to the gun club. Nipping at their heels, Jack Jr. was sitting a point back with a 12, while Mark Grossman, Frank Vanaman, and Ross Benson each had 13 cards.

After the gas there was one final points taker for hopefuls to catch up, and it proved to be the day's longest to boot, nearly eight ground miles. This section of fast open trail run at 24 MPH kept riders on the gas, but provided little opportunity to make up time or foster mistakes. As a result, all of the front runners posted identical four point scores.

In the end, the top six overall finishers all hailed from the AA class. The pair of 15 scores posted by Mark Spence and Richard Lafferty were the day's best, however Rich won the emergency points battle, edging out Spence by 25 emergency points for the overall victory. Jack Lafferty Jr. managed a 16 for the day, good for third overall honors, while Marc Grossman and Frank



Delaware's M. Dean Spencer tip-toes through a sloppy patch. Yes, it was wet in places.

other contenders followed with fives.

Fresh fuel and a cold ride down Seven Bridges Road led to the next section, at the end of which Spence took the lead. Here at the secret check-out, check seven, KTM mounted Rich Lafferty and Spence each dropped ones, while the rest of the pack managed twos, giving Spence the edge. At the check-in to the next points taker, Marc Grossman, only a point out of the lead, ran into trouble, checking in a minute hot.

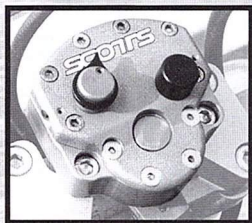
Vanaman rounded out the top five overall with 17 point cards.

In the A class, OCCR's Dave Groemm dropped a 19 on the day, good for the High Point A trophy. High Point A runner-up with a 20 score was club mate John Roeske, who rode his KLX on minute one. Another Ocean County rider, Thom Britton, dropped 25 while riding his XR Honda to the High Point B Trophy. Britton prevailed over the pair of 26 scores tallied by Steve Larkin and Al Switzer. In the Novice class, KDX mounted Todd Quinn carded 28 points on the abbreviated C loop for the High Point victo-

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ry. Rounding out the day's top finishers, Kathi Cambell won the Women's class, Ray Anderson topped the Dual Sport field, and Joe Galie picked up

where he left off last season, winning the Masters class.

Using John Castaldi's Checkpoint Computerized Scoring System to quickly tally and post results, the awards presentation began before nightfall.

Richard Lafferty, emerging from the shadow of his two brothers, was crowned Grand Champion. A healthy supply of trophies and plaques was distributed soon thereafter to all top class finishers, which included contingencies for many class winners. The post race blotter revealed no disasters, as the race came off without a hitch. Most riders polled afterward agreed that Meteor gave a good day's worth of riding and competition. Hats off to the whole crew. Next year will be the 60th running of the enduro (60 already?, whew!) so look for the club to pull out all the stops. Its also rumored that Meteor has applied

for National sanctioning for the 1997 event, which, with a little luck, could bring all of the National Enduro gods to our little play-

ground. Keep those shillelachs and sham-rocks handy! □

Sandy Lane Enduro

Class Results

Richard Lafferty KTM 15

Grand Champion

Dave Groemm KTM 19

High Point A

Thomas Britton Hon 25

High Point B

Todd Quinn Kaw 28

High Point C

AA

1. Rich Lafferty KTM 15

2. Mark Spence Hon 15

3. Jack Lafferty Jr KTM 16

4. Marc Grossman Kaw 17

5. Frank Vanaman Jr. KTM 17

A 125

1. Greg Davies Yam 26

2. Ken Long TM 27

3. Vic Chalow Yam 29

4. M. Dean Spencer Hon 30

5. Ellis Tomlin Yam 30

A 200

1. Ron Lucas Kaw 23

2. Robert Mohn Kaw 25

3. Ed Hamilton Kaw 26

4. Scott Ober Kaw 29

5. Jeff Moyer Kaw 31

A 250

1. Larry Poplin Jr. Suz 21

2. Mike Arendasky Gas 25

3. James Wright Suz 30

4. Chuck Stapleford Kaw 32

5. John Rogers Hon 34

A Open

1. Tom Folkl Mai 22

2. Byron Culbertson Hon 23

3. Dean Spencer KTM 29

4. Rich Kline KTM 29

5. Jame Landvater Jr. KTM 31

A Four Stroke

1. Sam Deninno Hon 31

2. Mark Young Hon 32

3. Mark Hummel Hon 35

4. John Neifert Jr. Hon 35

5. Erik Nijkamp Hon 36

A Veteran

1. John Roeske Kaw 20

2. John Walter Suz 21

3. Terry Tucker Kaw 21

4. Stewart Crouch Jr. Hon 23

5. Kevin Kuenzer Hon 24

A Senior

1. Bill Atherholt Suz 29

2. Dave Barlow Kaw 30

3. Scott Wolfersberger Yam 31

4. Richard Tompkins CRE 35

5. Wayne Fontanazza KTM 38

A Super Senior

1. Charles Stapleford KTM 29

2. Jack Lafferty Sr. KTM 37

3. George Clickner Hus 47

4. Ray McAloon Kaw 62

5. Jack Schwarz Kaw 63

B 125

1. Craig Copeland CRE 37

2. Dan Compton Kaw 37

3. Scott Newmaster Yam 48

4. Eric Hannah Hon 53

5. David Chambliss Yam 63

B 200

1. Todd Lockhard Kaw 30

2. Michael Cibuls Kaw 36

3. Steve Moseley Yam 36

4. Eric Corbin Kaw 37

4. Tim Gallagher Kaw 38

5. David Moorehouse Kaw 40

B 250

1. Steven Larkin Hon 26

2. Glenn Eggert Kaw 33

3. Jim Fontanazzi Yam 34

4. John Parkinson Kaw 36

5. Steve Honczarenko Yam 36

B Open

1. Al Switzer KTM 26

2. James Reber Sr. Kaw 34

3. Brian Swolen KTM 35

4. Michael Sigety KTM 39

5. Ken Zabroski Hus 39

B Four Stroke

1. Enrico Galassi Hon 33

2. Blair Kolbeck Hon 36

3. Robert Kirkpatrick Hon 37

4. Mike Malvasio Hon 37

5. Andy Baumeister 42

B Veteran

1. John Robbins Hon 28

2. Dave Maco Suz 29

3. Craig Burfield CRE 31

4. Lou Green Hon 34

5. Doug Abramow Hon 35

B Senior

1. Kerry Koeller TM 26

2. John Diobilda Kaw 40

3. Richard Heisler Yam 40

4. Ron Callahan Sr. Suz 40

5. William Driscoll KTM 49

B Super Senior

1. G.H. Huhn Jr. KTM 28

2. Dave Verdetto Hus 40

3. Peter Wright Jr. Kaw 47

4. Ronald Eder Kaw 62

5. Don Culbertson Suz 67

C 200

1. Todd Quinn Kaw 28

2. Dan Stoppi Jr. Kaw 34

3. Bill Gilbert Hon 35

4. Jerry Gribble Kaw 40

5. Galen DiMatteo KTM 40

C 250

1. Michael Crum Suz 30

2. Phil Ciassot KTM 32

3. Jason Rutter Yam 34

4. Scott Gribble Kaw 35

5. George Truxton Hon 36

C Open

1. Mike Wible KTM 44

2. James Rink II KTM 45

3. Chris Rindone Suz 46

4. Matt Howton KTM 52

5. Raymond Strohm KTM 66

C Four Stroke

1. Stacey Clark Hon 33

2. Jim Paul Hon 40

3. Rich Hobbie Hon 43

4. Richard Anderson Hon 46

5. Robert Stewart Hon 47

C Veteran

1. Rob Comber Kaw 31

2. Ken Martin Suz 40

3. Vincent Rollen KTM 41

4. Sana Whitt III Suz 43

5. Jeff Fox Yam 45

Women

1. Kathi Cambell Kaw 42

Dual Sport

1. Ray Anderson Hon 48

2. Chris Raulf Yam 54

3. Roger Plumacher Yam 55

4. Theodore Smith Hon 110

5. Anthony Kwiatkowski Suz 134

Trail

1. Christian Crum Hon 53

Masters

1. Joe Galie Yam 48

2. Dan Van Driel Hus 55

3. Robert Hoover Hon 66

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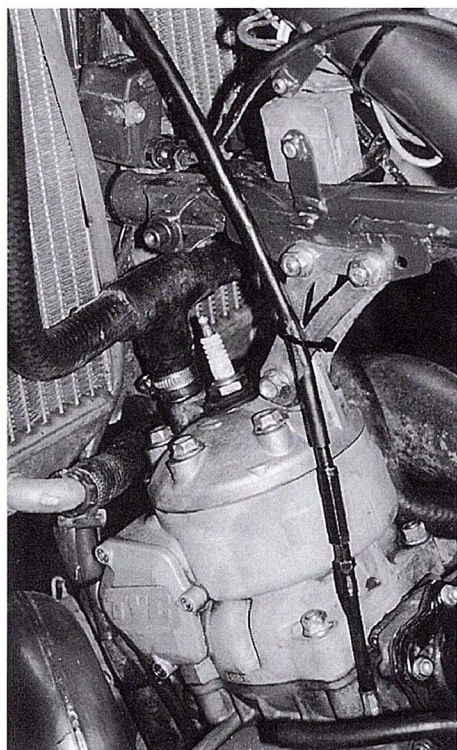


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lem in the past, however, one day we found both of the rubber pipe hangers on the '96 300 broken. A quick check of other '96 KTM's at a recent event found nearly every scooter with one or more broken hangers. Both hangers are of the same design, two sheet metal ears bonded to a rubber vibration isolator. Each hanger failed in a different manner, one finding the rubber isolator delaminated from the metal tab, the other the metal tab itself cracking. Neither failure was attributed to crashes or the fasteners themselves loosening. Either way, keep an eye on those guards and replace broken hangers so that your pipe doesn't rattle around and cause collateral damage.

Rear Brake Pads. The stock Brembo



We found our clutch cable routed inside of the head stay. Best to run it outside and zip-tie it to the stay.

organic rear brake pads that came on our test bike suffered from a very short useful life span. Over the past months that the 300 has been in the Trail Rider garages, we fiddled around with aftermarket organic, Kevlar and semi-metallic pads as well, with little improvement in pad life. Finally, a pair of EBC sintered metal pads found their way into our hands, and the problem was solved. The sintered metal pad offers great wear in the worst of conditions, with continued good feel at the pedal. After more than 300 miles, pad wear was hardly measurable. One important note: It's possible that '96 models that arrived here later in the model year already have improved stock Brembo pads. We recently rode a fresh-from-the-dealer '96 250 for more than 150 miles through the same mud and slop. The brakes on this late model '96 held up well, and would probably afford normal pad life over the long term.

Clutch Cable Routing. Clutch pull on the '96 katooms is good, but certainly leaves room for improvement. For that matter, nearly any clutch could benefit from a lessening of lever effort. While spinning jets recently, we noted that the clutch cable was

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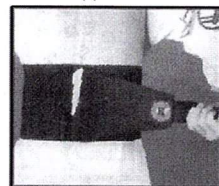
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routed in such a way as to add an extra bend in the cable, where one wasn't necessary. The stock setup on our test bike routed the cable between the frame and the radiator, and through the center of the head stay mounting brackets. Problem is, the cable enters the cases on the left side of the motor, creating that extra bend as it passes through the head stay. On top of that, the '96 radiators have no rear frame mount, allowing the radiator to pinch the cable to the frame. Reroute the cable so that it runs over the top of the radiator and on the left side of the head stay mounting brackets. Zip tie the cable to the side of the head stay mounting bracket to hold it in place. This resulted in an immediate improvement in lever pull for our bike. Again, be advised

that some late entry '96 KTMs might have already rerouted the cable.

Left Fork (Compression). The left fork really has a tendency to build up air pressure within, causing a harsher fork action on small bumps. Release the pressure often, using the bleeder screw located on the top of the fork cap.

Transmission Vent Hose Routing. For years, KTMs have been notorious for blowing excess oil out the vent hose, usually after over-zealous filling of tranny oil. For the most part this has been little cause for concern as excess oil is discharged overboard, usually to the side or the back of the engine. On our '96 test bike, the tranny vent hose came from the factory with the end routed up under the frame back bone,



Get rid of the stock top odometer cable mount and zip-tie the cable to the bottom of the fork.

terminating near the head stay. As always, the vent blows oil when overfilled, however in this configuration the excess spooze gets blown all over the top and back of the cylinder. To fix, simply reroute the hose so that it discharges to the side and rear of the engine (we routed ours so that when it sprays, it lubes the chain!). Secure the hose in place with a zip tie.

Water Hose Heat Shield. The new cylinder found on '96 250s, 300s and 360s routes a coolant hose that passes closely between the pipe and the cylinder on the right side of the engine. This hose is vulnerable to heat damage from the pipe, especially if the pipe was smashed in during a crash. Late entry '96 models have a heat shield around this hose to protect it from such damage. If you have an early '96, fashion a heat shield and zip tie it to the hose in question, or see your KTM dealer about getting one of the newer shields.

Radiator Mounting. As we said earlier, the new radiators used on the '96 models use a new mounting scheme that includes only two forward mounting points, eliminating the third aft mounting point normally found on most radiators. During a recent ride, we saw a radiator literally ripped right off of a '96 250, after a fairly innocent encounter with a stout sapling. Problem is that the washers used to fasten the radiator to the frame are too small and can be pulled through the rubber mounting grommets. Increase the diameter of the mounting washers for a more secure mounting that will prevent the grommet from being pulled over the washer.

Odo Cable. We've never been impressed with the constitution of stock KTM mechanical odo drive cables. They're just plain wimpy, and despite our best efforts of protection and pampering, still fail all too soon. Our stock '96 cable recently gave up the ghost, in spite of our rerouting tricks and regular attention, after perhaps 800 or 1000 miles. For comparison, the odo cable on our Honda has nearly 4000 miles on it with no signs of impending failure. We're sad to say, probably the best bet for KTM owners is to replace that stock KTM cable with the stock odo cable from an '86 Yamaha IT200. The Yamaha cable is directly interchangeable, better constructed and will provide significantly longer life. □

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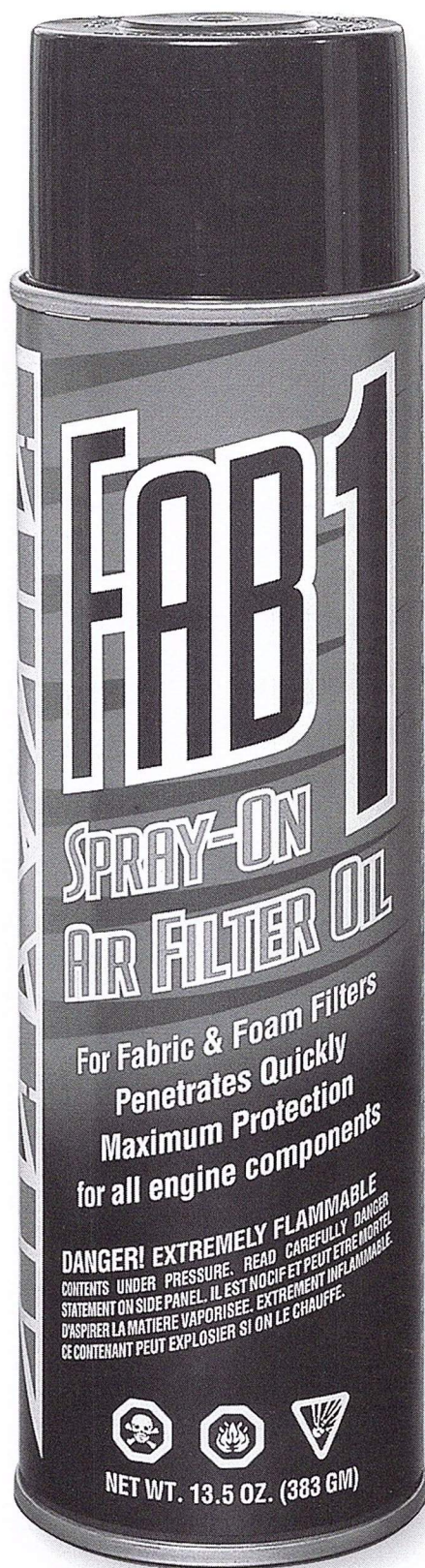
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LEMBO LAKE REDUX

Levesque wins the mud battle in Modena

Modena, NY 4/14

Yankees are a tough breed. You've heard it said all your life, but it must be true. 420 stalwart souls packed the parking area at the Lembo Lake Motocross Park for the second event on the NETRA hare scrambles schedule, regardless of nasty weather that made a "rollover" day seem like a good idea. That's when you wake up, look out the window at the cold, grey rain, and then rollover and go back to sleep. That was my first inclination, when I saw what Sunday looked like, but after last fall's ride it was a given that the Tri-State club would never cancel Lembo.

I expected just the hardcore to show up, but the Tri-State Trail Riders instead filled the place to capacity. So what if the mud was ankle deep in the entire parking area, or that the motocross track itself was large-

ly under water? If you don't like riding in mud, you just don't ride!

Actually, after last year's slop-fest, the Tri-State boys had it all figured out. They loosened up the woods section a little, and arranged the trails so they could cut out bits if the ground went away completely. They had to do this is a couple of places, as it turned out, but all in all the trail held up a lot better than it did in the fall. The club wound up with a five mile course, give or take, and there was very little grumbling in the ranks. Apparently, everybody expected it to be muddy, and after all that snow this winter they were just happy for something dirty to ride on. Can't blame them for that!

CRE-sponsored national enduro rider Kevin Hines attracted the most attention before the Expert/Amateur race at 1:30, but there was plenty of competition on the AA class line to keep him honest. His luck held until the second turn, when he laid down his CRE in a traffic tangle, while running in third. "I had a great start, but then I crashed for just a second, and then got up and crashed again right away," he admitted after the race. "That's when I realized my front brake lever was jammed on, and by the time I fixed it I was dead last."

While Hines began a charge towards the front, Josh McLevy had grabbed the lead and ran off with it, building up a solid one-minute cushion over second place by the finish of the first lap. Josh was no stranger to Lembo, having finished second overall at the final race there last season, and he was ready to stretch out his lead for all it was worth, while the rest of the pack sorted itself out in the mud. Josh's day slowed



Josh McLevy nailed the holeshot, but then tore his chain guard off and lost time fixing it. He still finished third overall, however, a fine performance.



Todd Levesque took his first overall win of the season, going flat out from flag to flag. He didn't even seem to notice the mud.



Michelle McKinnon won a Women's class that has grown to 11 entries for this race. After finishing second overall last season, she's ready to win in '96.

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down considerably shortly after the start of the second lap of the five mile course, when he smashed his Honda's chain guard and eventually had to stop and remove it to get going again. Now it was McLevy's chance to play catch-up, after Hines and the rest passed him by.

The lead passed over to Todd Levesque, third place NETRA rider for 1995, riding a YZ250 for Pub Racing and a host of other sponsors. Todd rode the course as if it were dry as punk, and seemed to have no trouble



Bob Young carves himself a piece of mud pie. Will someone please stop him and ask why he tapes those foam things to his visor?

in the mud, lap after lap. Behind Levesque, but a minute back, began a three-way battle between Hines, Manchester Honda's Dave Gunn (KTM), and Midtown Kawasaki's Randy McCann, riding a KX250. McCann, Gunn and Hines continued to swap the lead back and forth for two laps of exciting racing, but meanwhile Levesque was on a tear and had stretched his lead to a full two minutes. Barring a tremendous catastrophe, it was obvious that Levesque was out of everyone's reach for the rest of the day.

By the fourth lap Hines emerged from the woods in a solid second place, but still a minute behind Levesque. "I was riding pretty lethargic at that point," Hines said, "My crew told me he was running away, but hey, I'm an enduro rider! By that time I wasn't racing anymore, just riding for exercise. The woods were nothing but standing water, and when you changed your line you couldn't see anything under the water. I figured Ohio was coming up (national enduro) and I didn't want to risk anything more, so I didn't chase Levesque."

Instead Hines followed behind, anywhere from 50 seconds to a minute and a half, and rode out the hare scrambles in second place. Behind the two front runners the times started spreading out, but when the seventh and last lap finished up it was Josh McLevy in third, after a heroic recovery from his mechanical woes on the second lap. Fourth overall went to Patrick Timothy, and fifth to Wes Clarke, back from "retirement" and ready for a long season of NETRA hare scrambles. Rory Eastman was the first Expert rider to cross the finish line, earning himself the "A" class overall, and Dave

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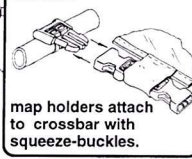
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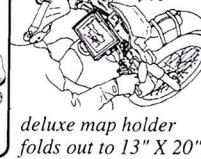
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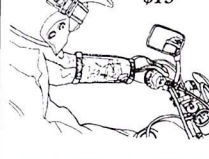
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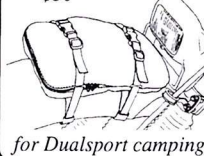
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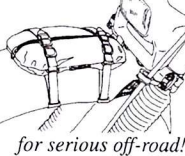


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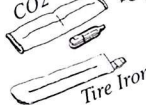
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Class Results**
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Grand Champion
Rory Eastman
Overall A
Dave Vallee KTM
Overall B
Greg Hessler
Overall C
AA

1. Kevin Hines CRE
2. Josh McLevy Hon
3. Patrick Timothy Hon
4. Wes Clarke Hon
5. Dave Gunn KTM

A Open
1. Mrk Burdick KTM
2. Paul Blanquart Hon
3. Bill Haelsen CRE
4. Dave Simcock Hon
5. Jim Simcock Hon

A 250
1. Rick Claxton Hon
2. Arthur Menzel Kaw

3. Kevin Paine Hon
4. D.J. Lis Hon
5. Kevin Wall Kaw
A 200
1. Kevin Law Yam
2. Hans Neff KTM
3. Brian Barnes Kaw
4. Luke McNeil KTM
5. Jason Watkins Kaw

A Senior
1. Jerry Harris Suz
2. Jerry Randall Hus
3. Frank Ackerman Suz
4. Victor Tiship KTM
5. Richard Tessier Hon

A Veteran
1. Norm Turnberg Yam
2. Steve Michalski Suz
3. Shannon Danyieko Yam
4. Russell Bain Hon
5. Douglas Hansen Hon

A Four Stroke
1. Jerry Shinnors Kaw
B Open
1. Adam Matthews KTM

2. Glenn Dougherty KTM
3. Sean O'Donovan Hon
4. Doug Walker KTM
5. Ken Poerner KTM
B 250
1. Bruce Yuill Yam
2. Chad Hedges Hon
3. Jim Cooney Suz
4. Dan Devine Hon
5. Dave Clark Hon

B 200
1. Joe Benedetto Suz
2. Matt Jalbert Yam
3. Robert Santheson Yam
4. Scott Forlina Kaw
5. Chris Simpson Kaw

B Senior
1. Larry Piers Suz
2. Rick Hesser Kaw
3. Tim Moore KTM
4. Gerard Labelle Kaw
5. Kerry Koeller Kaw

B Veteran
1. Jarold Bowen Jr. Kaw
2. Ray Van Guilder Kaw

3. Kenny Held Hon
4. Ron Lemieux Hon
5. Mike Baldwin Hon
B Four Stroke
1. Gus Bender Hon
2. Bob White Hon
3. Todd Lemlin Hon
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5. Pat Fogarty Hon

Super Senior
1. Gary Doerr Kaw
2. Dave Verdetto Hus
3. Jack Schwartz Kaw

C Open
1. Brian Erickson Hon
2. John Fitzpatrick Hon
3. Stephen Warner Kaw
4. Brian Sacchetti Hon
5. Adam Matteau ATK

C 250
1. Andrew Brackett Hon
2. Clyde Wensing III Suz
3. Jason Stella Hon
4. Dave Walker Yam
5. Brian Savoie Yam

C 200
1. John Lawrence Yam
2. James Haguire Kaw
3. Chris Coakis Kaw
4. Todd Frias Kaw
5. John Matte Kaw

C 125
1. Kevin Sean Hon
2. Dave Wager Kaw
3. Zep Belski Yam
4. Richard Bernelli KTM
5. Sean Greene Suz

C Senior
1. Tim Sylvester Suz
2. Steve Daus Hon
3. Mark Jolley Hon
4. George Olsen Hus
5. Doug Stroh, Sr. Suz

C Veteran
1. Rick Erickson KTM
2. Bill Wilson Jr. Hon
3. Eric Reinhard ATK
4. Mike Knight Kaw
5. Robert Foster Hon

C Four Stroke

1. John Morrison Hon
2. Erik Mars Suz
3. Floyd Maynard Hon
4. Steven Deschamps Hon
5. Roger Crandell Yam

Women
1. Michelle McKinnon Hon
2. Sally Haber Kaw
3. Kim Merchant Hon
4. Dawn Shayer Hon
5. Amanda Young Kaw

Junior
1. Brian Lawson Yam
2. Drew Carpenter Yam
3. Eric Rougeau Yam
4. Larry Piers Suz
5. Scott Robert Hon

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1. Mike Peristere Yam
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Vallee rode his KTM to the top "B" placing, winning the Amateur overall trophy. The top "C" or Novice rider award went to Greg Hessler.

Earlier in the day the Minis, Juniors and Women took their turn in the mud, on a shorter course, and at the finish it was Pub Racing's Brian Lawson just bumping out NETRA's '95 Mini Enduro Grand Champion Drew Carpenter for the Junior class win, both riding Yamahas. Mike Peristere was the top finishing Mini class rider, edging Jason Larocca for the first place plastic. In a Women's class that was relatively crowded, with eleven entries, Michelle McKinnon took first place, followed by Sally Haber and Kim Merchant. Michelle finished second in the NETRA series' Women's class last year, and is off to a strong start already this season.

Considering the crowded races and the sloppy conditions, the scoring went reasonably fast, and the Tri-State club had trophies handed out and racers on their way by eight o'clock Sunday evening. Two down, sixteen to go; the next NETRA hare scrambles is on May 12, at CATRAland in Fishouse, New York! □

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1995 Turkey Run Wrap-up

Part Two: Triple B and the Pachaug

by Pete Ziobro

September 3, southwestern Massachusetts, almost on the Connecticut border. Triple B #1 turkey run. Funny name for a ride, I thought, (found out later what it stood for) but this ride isn't new. Formerly known as Jeff's Turkey Run, it now has a new name, and a new date, but the same good old trails it's always been known for. My riding partner for the day would be Tony "The Rock" DiRocco, a man whose name strikes fear in the hearts and minds of enduro riders everywhere (we still don't know why, though!).

Here's how the ride went: The first section was real nice. Sharp twist-backs while climbing uphill in an old pine forest. Now, you could see that this was a trail only marked for today, so you just followed the groove. Being an old forest, the pine needles were a few inches thick, and it was a blast gassing along and berming them up. But every once in awhile, you'd be on an off-camber, and there'd be a root, and it'd suck you right into the tree if you weren't careful. A nice sharp turn and gas it up the hill on an old woods road. Man, what a blast.

More nice trail and old woods road followed. Further on down the trail, we had to jog to the left, and then up the embankment to get around a bridge that was out on the trail. After that the trail climbed uphill for a ways. We made it to the top and The Rock commented about these two logs on the trail that we just went over. "Hey let's move them" he said, "and make it easier for the next guy." "Don't touch them" I told him "they're not that hard." But, with helmet off, The Rock went about trying to move this log that bothered him. Picking it up, he hit some overhead dead branches, and they came crashing down on him. I yelled and he jumped out of the way in time to not get seriously beamed. Jeez, we don't need any more "rocks" lying out on the trail!

Later on, we found out just exactly what Triple "B" #1 stood for in an unexpected way. We were headed along an old woods road, when all of a sudden it turned into a winding, eroded downhill. (I found out later that the club calls this "the steps", and rightfully so with its dozen or so 12" to 15" high rock ledges.) I remember thinking I was glad we were going downhill, as I looked to the right and saw a number of signs stapled to the trees. Each sign had a few words on it, and all totaled up it read: "Triple B stands

for Berkshire Ball Buster". Ball buster, I chuckled, this isn't a ball buster, this is a great ride. Now, if they had sent us UP that hill instead of down it, now that would have been a ball buster!

After some more miles of nice trails we came out to a dirt road. The Rock looks over and says: "Let's go this way, there's food this way!" "What? What are you talking about?" I question. "There's food, this way. There's a sign on the tree, c'mon I'll show you!"



Beautiful woods on the Pachaug Ride.

"Are you nuts?" Sure enough, there's a sign on the tree, with a knife and a fork. "See, I told 'ya" he says. "All we have to do is stay on the trail like the sign says."

"That's a snowmobile trail ya knucklehead!" The Rock laughs, "I don't care, if they've got food that's the way I'm going!" Never known for passing up a meal, I almost agree to go. But he's only kidding, everybody knows those snowmobile trails aren't passable in the summer.

Then we came to the gas stop, a variety store that we've stopped at on many rides out here. We gassed up and got something to eat. I went over and talked to a guy who was fixing a flat on his bike. I looked down and noticed that the bike had electric start. Now, that's something I need, I thought. No more stalling in mudholes and kicking until your eyes bleed. Just hit the button and you're off! So I asked him how much weight

the electric start added to the bike. "Seven pounds total," he said. Seven pounds, wow! I need one of these bikes I thought. Then I said: "Oh, you've got a flat, huh?" "Second one today," he said. "So how's that electric start work?" I asked. "Great" he said. "Except to get it you have to buy this bike that weighs 300 something pounds, and if it didn't weigh so @\$%&* much I probably wouldn't be stalling in all these mudholes and needing it, and getting all these damn flats!" Hmm, I thought. Maybe it's back to the drawing board on this electric start idea...

Being the dry and dusty day that it was, in a summer where we had less rainfall than any I can remember, it was necessary to ride a ways apart so you didn't have to breathe in the dust kicked up by the guy in front of you. But there were still wet and muddy spots, and a couple of stream beds with bowling ball size rocks in the bottom of them that would have been pretty interesting if they were full of water, if you know what I mean.

Another road that looked like it was usually under water had a nice little mudhole in it. This woods road went right through the middle of what appeared to be marsh on both sides. The mud pit was well marked with sticks in it and "X's" and all kinds of stuff, and was only about eight feet long. The road was so easy, how could this thing be a problem, one thought? Well, knowing that "discretion is the better part of valor", I cautiously went in it to the right, and as I

started sinking, gassed it and shot up onto the banking. A short time later the trail ended at a tar road, where I waited for my friend. And waited, and waited. Some club members were there talking to the people in the house. Wow, pinch me to see if I'm awake! You mean these people are not calling the police and telling them that the Hells Angels are riding by their house like they would back home? Nope, these people are cool, and the club's staying on



Have you ever seen anything like this before? If you ride in New England, you sure have!

top of it to see there aren't any problems. Meanwhile, I wait. A full 10 minutes later, just as I'm about to turn around and go look for him, "The Rock" emerges, bike and

body covered in mud. Knowing the only real obstacle in the last few miles was that mud pit, clearly marked "Stay to right!", I ask: "Say, ah, what happened?" Well, to make a long story short, The Rock didn't heed the club's advice, went into the mudhole, and sank, well, like a rock!

Further on down the trail I had my misfortune. After miles and miles of great trails and woods roads with roots, rocks and ledges and the kind of black dirt that makes you beg for more, I noticed the back end of the bike moving around too much. Rear flat, damn. Must have slammed into one of those uphill ledges too hard, I thought. "What do you want to do?" The Rock said "Go back?" "The heck with it, I'll ride slow." I told him. "After all, it's only 15 more miles." He shakes his head. We keep going. I run the route sheet to the end. Oh, oh, it's 20 miles; well I guess we'll see if this six-ply was worth the money!

More miles of nice trails follow, the kind of stuff you'd kill to ride every day. Near the end of the ride, traveling down a dirt road we look to the right. The Rock stops and says: "Hey man, look at that dam, let's go down there, that looks neat!" It did look neat, an old spillover dam, but we dare not stray off the trail and get the organizers in trouble. We stayed on the course, but man, if I lived around here that'd be a real temptation!

Back at the start, we checked in. The club gave out T-shirts honoring the ride, instead of trophies. The Rock won one, and I got suckered into buying one. Oh well, it's for a good cause, right?

What? Only 70 people showed-up for this ride, you must be kidding? God, they don't know what they're missing! A good ride, well arrowed, no route sheet problems, no police, no hassles; what's with the low turnout? So what if it's on Labor Day weekend; do the ride on Sunday, and have the cook-out on Monday. It was a two and a half hour drive for me, but I'd go again in a heartbeat! So mark your calendars now for this ride, it was a good one. And thanks to trail boss Michael Kelley and the Berkshire Trail Riders for this nice, challenging but thoroughly enjoyable ride in '95. See you again in '96!!

October 29. Pachaug Rock Ride turkey run. Far eastern Connecticut, almost on the Rhode Island border. A nice day weather wise; dry and not as cold as it can be this time of year. Sign-up starts at 8 AM, I show up late like usual, missing the riders meeting. The riders meeting? This isn't a race, how come there's a rider's meeting? Well, in order to get permission to go into Rhode Island, where hunting is legal on Sundays (unlike Massachusetts), the trail boss has promised the forest rangers that all riders will have 200 square inches of fluorescent orange on them. And the riders meeting is to make sure that everyone's planning to wear the fluorescent poster paper that's handed out at sign-up.

After the sound test and tech inspection at the Central Cycle Clubs' motocross track, I head in to sign-up and get my route sheet. Back at the bike, an ominous figure wearing a hockey mask and brandishing a chain saw threatens: "Wear your orange-or else!" Okay, okay, I will! Geez.

All "oranged up", I head out. There's a bit of tar and dirt road at the beginning, but then we get to some long, winding dirt roads with giant puddles in them. Yes, while

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it is nice weather today, there has been a lot of rain lately, and the puddles and streams are showing it. Some nice trails follow. They look pretty rocky, but you can still go over them at a fairly good clip.

Some more nice trails follow. I look at the route sheet. Hero Section, Rock Garden. What? I've already been through the Rock Garden once this year, at the Gnarly Dude turkey run earlier this year. Practice don't make perfect going through that kind of stuff, you know, it just shows you different ways of falling down. In fact, as I talked to the club, I found that today's ride was the Pachaug Trail System run forward, and the Gnarly Dude's was the same trail run backwards. Hmm, I wouldn't have known it if they hadn't told me, I guess the old saying really is true: If you want to ride a whole new trail, just ride the old one backwards.

But back to the Rock Garden. Bring it on, we're not "turkeys". Well, we went through it, but you could go around it if you didn't want to, as the way around it was marked on the route sheet, and arrowed too.

More nice trails and then we're at the gas station, filling up both bikes and bodies. Shortly after that was the second hero section of the day, a nice, though kind of rocky uphill powerline section. What a blast!

Another fun part of the ride was the mud-holes. Man, they had some nice mudholes in there. There were some bridges over the wet spots, that the state made them put in (since a lot of the trails are on state forest lands), but there were also a few good spots out there. Boy, this is the slop that dreams are made of!

The last few miles back to the start was the opposite of the way we came out in the morning. Unfortunately a bit of tar, but that can't seem to be helped. Total riding was 72 miles, nothing to sneeze at there. The club calls it a rock ride, but I didn't think so. Connecticut's got the reputation for being the rockiest state around here, but if that's true, they must've used the smooth trails today, 'cause I didn't think the name was fitting.

Instead of giving out awards, they raffled off a whole lot (a thousand dollars worth!) of nice trail riding goodies, that were donated, at no cost to the club, by Link Racing, Razee's, New England Cycle Works, New England Dirt Rider and Land Air.

This was the fifth year they put this ride on, and although their club membership is 90% motocrossers (they have a track right there on the grounds!), the trail riding guys in the club wanted to put this event on.

About 175 people turned out for the ride, and just like last year, all proceeds from the event went towards NETRA's Legislative Support Fund. It was a good ride, and a good time, thanks to the Central Cycle club and trail boss Jack Majewski, who we heard spends his entire week vacation every year just working on this event. Wow, we should all be so dedicated.

I enjoyed the ride, and I think everyone else did too. So plan on being there in '96, I know I will!

Well, that was a run down of the turkey runs I made it to in 1995. Four rides in four different states. Man, only in New England! I think you can see now that turkey runs are not just for the weak, the aged or the beginning rider. Find yourself at a turkey run this coming season, and you'll find that you really can have a good time, at your own pace. See you in the woods... ☐

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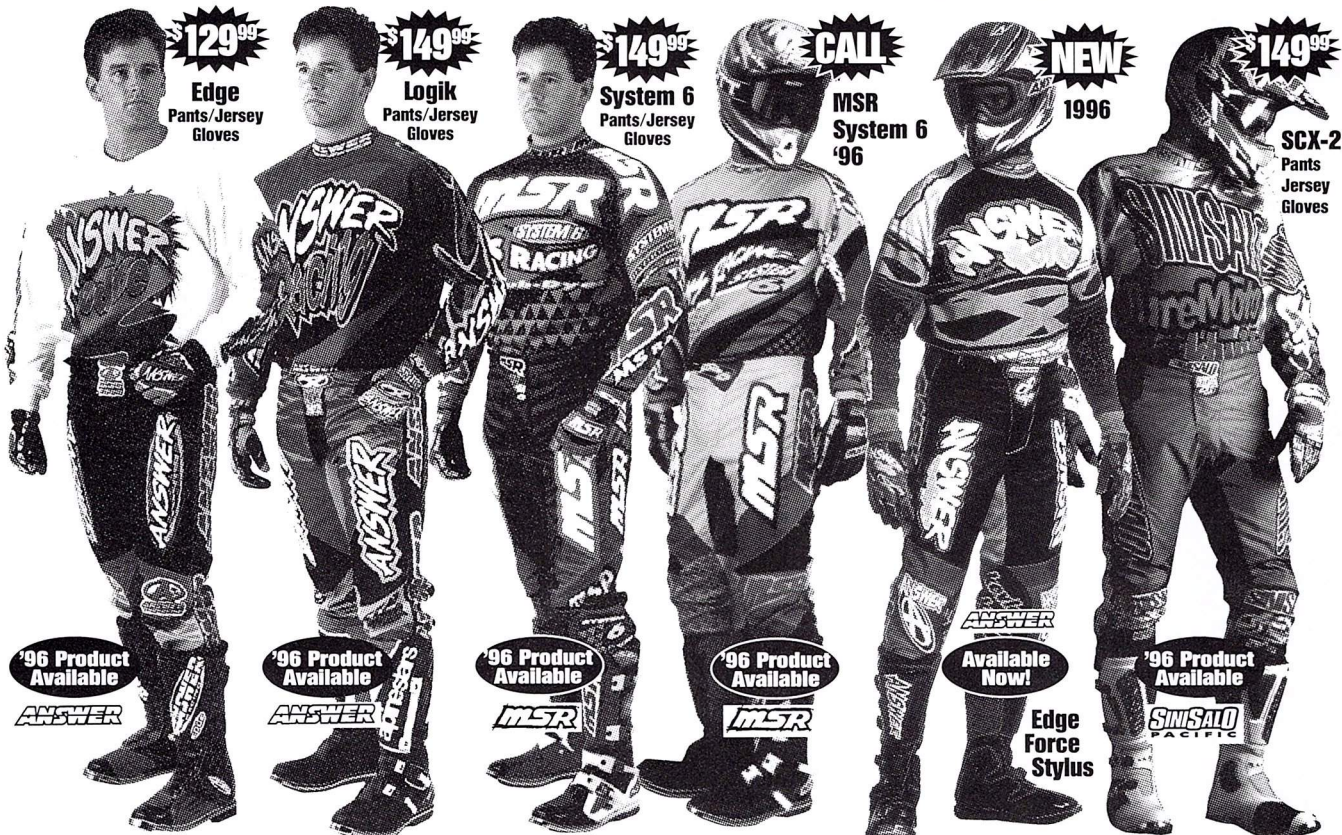
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AD#101

Eastern California Excursion

Taking time out on a business trip for a little high desert rambling

by Mark Uth

During a visit to the Left Coast last year, we managed to carve out some quality time for a little trail riding in the High Sierras. Hosted by Nevada Motorcycle Adventures (NMA) owner and free spirit Matt Ernst, a late spring ride was planned over southern territories located in and about Lake Mono, California. Using a rustic lodge in the town of Lee Vining as our base of operations, we were surrounded by a host of scenic country, including Yosemite National Park, Toiyabe National Forest, Inyo National Forest and adjacent BLM lands.

It turns out NMA has recently gained approvals for running rides in this area, and Matt was nearly as stoked as we were for the opportunity to do some exploring. This corner of California offers the patented scenic vistas of the snow-capped Sierra Nevada mountains as well as numerous points of interest, such as abandoned mines, ghost towns, hot springs, canyons and the like.

Matt met the crew with four venerable DR350ES machines in tow, which provided competitive performance and care-free operation. After a couple of hundred miles in the saddle, we'd have to admit that the DR350ES might well be the perfect high desert trail riding mount. While NMA sweats all the legalization details, it's noteworthy that the Suzuki dual sports provide legal access to nearly unlimited dirt trails and roads found within the surrounding federal lands. While green-stickered two strokes would perhaps be legal in some places, it's hard to see them being worth the potential hassles, especially on such a short trip.

Timing for the ride provided some surprises and the realization that this is not southern California! High elevations made for cool June temperatures, with daytime highs from the upper 50s to low 60s. Additionally, greater than normal precipitation and accumulated snow served to block many high mountain passes and turned other trails into slick morass. Fall or sum-

mer would probably have been a better choice than spring, allowing the summertime thaw to provide access to more terrain. However, we were there; itching to ride and not much worried about a little

height of a couple of feet. As a result, any off-trail excursions were a risky adventure at best. Unaccustomed to the sage, I was taken aback by the flowery fragrance emitted by these abundant desert weeds.

Naturally, there were significant elevation changes as trails that originated above 6000 feet often wound their way to well above 11,000 feet. Throughout there were miles and miles of two-track trail riding across the coarse sandy soil with intermittent rock outcroppings, rocky washes, etc. Most mountain climbing was done in acceptably gradual chunks, however, you could easily find some challenges, if you were looking. While the coarse sand handled water fairly well, occasional hard packed sections offered a thin line between great tacky conditions and tricky slickness.

We spent a couple of days crisscrossing the desert, playing in snow banks and drinking in the incomparable mountaintop scenery. Matt interspersed the route with mines and other relics of the Old West, as well as the natural wonders of the chimney-like mineral deposits of Mono Lake, volcanic Mono craters, springs, waterfalls and the like. Had we had more time, we might even have spent a day on the pavement, tackling the Tioga Pass in Yosemite.

In all, we had great riding and an all around fun time that was a total piece of cake to set up, especially in spite of our limited and last minute arrangements. If you're considering a ride out west, the high desert of California and Nevada offer a viable alternative to Baja, especially during summer months. While summertime temps in Baja will cook the paint off your frame rails, the high elevations in the northern Sierra Nevada mountains offer ideal riding conditions. Many also report a greater variety in riding terrain as well. NMA has the credentials to be the perfect guide and host, so give Matt a call at (800)622-3887.

(Watch out for our story on the Trail Rider Spring Tour of Western Nevada in an upcoming issue soon!) □

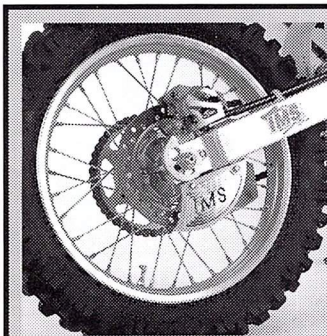


Yes, there's water out there. We even ran into quite a bit of snow at altitude, quite a shock in early summer.

cool or inclement weather (editors note: you can count on great riding in the area throughout the summer and into late fall; this winter's heavy precipitation was no doubt an aberration).

The reality of this fact was driven home on the drive to Lee Vining, as a full-fledged blizzard materialized and dropped three inches of snow in the area. Naturally, as Northeasters, this bothered us little, and we just asked Matt about the Trellebogs! The fresh white stuff took little time melting in the early morning sunshine, allowing us the opportunity to test the terra firma proper. Cool temperatures did however prevail during our stay, making an enduro jacket a must-have at all times.

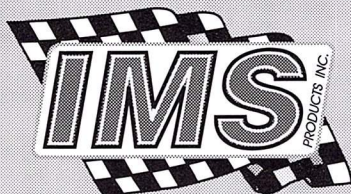
The eastern California terrain was mostly composed of open prairie covered with stout sage brush that literally lined the edges of all trails and roads covered (and center of some). The portly trunks of sage brush easily grow several inches in diameter while the bush itself only attains a



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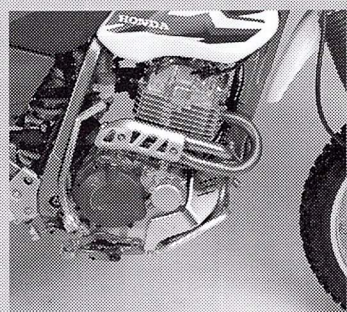
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Peter Rainone
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cut here

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Trail Rider TOOLBOX

Deep Water Disaster

Drowning out your bike can really ruin your day, and that of your riding buddies as well. Naturally, avoiding the situation in the first place is the best solution, since thorough bike preparation and careful line selection can eliminate nearly all accidental swampings. However, eventually everyone drowns out at one time or another (fitting that we should print this so soon after the recent Curly Fern Enduro), and is faced with the question of how to remedy the situation. The first step in figuring out what to do, is to determine how bad things are. There are different degrees of drowning your bike. Given enough time and sufficient depth, water can literally get into everything, thus affecting carburetion, spark, fuel, transmission, top end, etc. Naturally, in all cases its paramount to get your bike out of the water as soon as possible.

I like to think of water drownings in different stages. A minor inconvenience is stalling your motor as a result of sucking a little wet stuff through the air filter. Essentially, the water cuts off the air supply to the carburetor, causing the stall. We might call this a Stage I Drowning. This often happens when you're chugging through some deep water, maybe a little too fast, and you manage to splash some water into the air box or otherwise ingest more water than the motor can handle.

Be advised that your motor can in fact handle some water in its diet, so long as you keep the Rs up and don't take any big gulps (the catch here is

that if you do take a big gulp, serious motor problems can result; read on). The remedies to a Stage I Drowning are fairly straight forward. If you've been really lucky, the motor might fire right up, without any corrective actions. However, before attempting this, always carefully push the kickstarter through a few revolutions, to ensure that the top end isn't filled with water. If you've got the time take out the spark plug and pump the motor through several strokes, to clear the combustion chamber of ingested water. While you're at it, ground the spark plug and check for spark. Replace the plug and start kicking. If the motor doesn't fire up after a dozen kicks or so, then you probably took a bigger drink than you thought, so move on to Stage II remedies.

Riders of air-cooled bikes sometimes face a different scenario, called cold seizure. In the case of a cold seizure, the motor stalls, not because of water ingestion, but because the air cooled cylinder actually shrinks from being immersed in cold water, while the piston and rings remain expanded, at normal operating temperatures.

This causes a change in piston/cylinder clearance significant enough to stall the motor via a seizure. There's not much to be done to prevent cold seizures, except avoid dipping the motor into cold, deep water. The only consolation is, however, that the fix is simply to wait a couple of minutes for the top end temperature to become more uniform, then kick the motor over and you're off. Be advised that revving your motor to stave off a developing cold seizure is not a good idea, as real top end damage could result.

A bigger problem is when you sink the bike proper, plowing into an unseen deep hole, hard charging through a water obstacle or perhaps falling over and dropping the bike for a short dip. In these Stage II cases there has been considerably more water ingested, enough that there are probably puddles in the combustion chamber and transfer ports and perhaps under the mag cover. The key here is that the bike was righted quickly, before water had the chance to make things

really ugly. Remedies at this point start with the Stage I drill, and move onto draining the fuel from the carb, water from the mag cover and cleaning out the motor. Turn the petcock off and remove the big drain in the bottom of the carb and allow all of the fuel in the carb bowl to drain into an empty container that you're surely carrying. Be advised that draining fuel into the soil is not environmentally friendly and certainly frowned upon.

After the carb bowl drains, open the pet-



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cock for a short spell and allow some fuel (an ounce or two) to drain through. Close the petcock without allowing the carb bowl to refill. Remove the mag cover to ensure that it isn't filled with water and dry it out as best as possible. This is especially important on older machines with breaker points and/or ignitions more susceptible to water contamination. Confirm that the motor has spark, before replacing the cover. Sometimes it's necessary to dry off the spark plug, spark plug cap and spark plug wire to eliminate a shorted ignition. Remove the air filter and take what ever steps are necessary to dry it out. This entails squeezing, shaking and/or toweling off the air filter element however possible, and is most challenging on bikes equipped with paper element air filters. With paper element air filters, you might be forced to start the motor with the air filter element removed and then replace it after the motor's spinning. In all cases, be sure to drain and clean out the airbox before removing the filter.

Since the longer swim probably allowed water to get into the bottom end around the crank, as well as the top end and exhaust system, it's necessary to take steps to drain everything. This is accomplished by turning the bike upside down so that it rests on its handlebars and seat, and pump water out of the cylinder, bottom end and transfer ports using the kickstarter (the real trick thing is to click the bike into gear and turn the back wheel, spinning the engine merrily). Take care to avoid draining fuel and transmission oil in the process by plugging or knotting the fuel tank and tranny vent hoses. After pumping all of the water

out, right the bike and replace the carb drain and spark plug. Open the petcock, allow the carb bowl to fill, and apply the choke as necessary. One final check before kicking her over is to check for obstructions at the tail pipe. The Stage II drill should get things re-lit 95% of the time.

If the bike has played submarine and remains submerged for an extended period, you've got a Stage III Drowning, and a major headache. Water has this way of getting into everything. Water in the fuel tank and tranny oil contaminate those fluids. Your mag cover is no doubt full of water and getting spark can be troublesome. In really bad (read: unlucky) cases, perhaps the motor was screaming before the swim. In these extreme cases, water gets into the cylinder while the motor is spinning wildly and has the potential to cause top end damage, like broken pistons, rings or connecting rod. Several years back we witnessed a sorry saga at the start of the Reading Enduro (infamous stream crossing, right off the line) where a determined KX rider dropped his bike WFO and actually bent his connecting rod, water being the incompressible fluid that it is.

If the motor is damaged, unless you're carrying tools and parts to effect a rod change, you're pushing. For that matter, a lot of water in the fuel tank will confound efforts to keep the motor running. Finally, transmission oil mixed with a lot of water will not do the transmission and clutch any good if run for extended periods. If you do the Stage 1 and 2 remedies and the motor fires up but stalls after a short while, then maybe water from the tank is getting into the carb and shutting things down. Drain

the carb as before, and take steps to try to drain the water (but not the fuel) from the gas tank. This can be attempted because water is heavier than fuel and sinks to the bottom of the tank. Try to get all water onto the petcock side of the fuel tank (by leaning the bike over) and open the petcock (to the reserve position) and drain out some water and fuel. As you drain it into your handy container, check for water droplets at the bottom. If there's not too much water in the tank, you might be able to purge enough to limp home. Not much to be done about contaminated tranny oil, unless you're carrying a spare quart of oil. Certainly it's safe to ride the bike out in this condition, but take it easy, and plan on multiple oil changes to flush out the water.

End of the Day

So with the above guide, hopefully you'll manage to salvage your day of riding. However, as a result of the experience, several immediate maintenance actions are in order to prevent additional problems after the fact. After washing and drying, remove the mag cover for drying. Spraying the component with some water displacing spray to ward off corrosion is a good idea too. Plan on doing the air filter drill, cleaning and re-oiling as well as draining and changing tranny oil. If you had problems with water in the gas, the carb and fuel tank should be drained as well. Anytime your mount spends a lot of time playing in the water, you should consider re-lubing bearings, including wheel, swing arm and rear linkage. The final recommendation is to pay appropriate homage to the pagan water gods so that perhaps you avoid this whole mess next time. ☐

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Chattahoochee Forest Dual Sport Ride

One of life's sweet accidents

by Sidney Dickson

Suches, GA 6/17-18, 1995

Last summer in Nevada I was working my way east, off-pavement. I had a good handle on the route through the western deserts, the Rockies, Great Plains, Ozarks and the Mississippi Delta. But, the route across Georgia to the Atlantic Ocean was to me uncharted land. Part of my route east, after the Mohave Desert, included two day's riding with the Acerbis Nevada Rally. It was during that event that I was given the name of Rick Matheny, at once president of Georgia Recreational Trail Riders Association and eastern advertising rep for Cycle News. I called him from out west and he said he would find me some trails while I was riding his way.

Riding on after the Nevada Rally, Ron Stokes of the Utah Trail Machine Association guided the way along the Pony Express Trail from Carson City on to near Salt Lake. The trip then took me through Colorado with a week out for riding the 1994 Colorado 500. This was my third time to ride on dirt from the Pacific Ocean to the "500" and continue on, off-pavement where possible, home to Maryland. For these efforts, I received the 1994 Colorado 500 Iron Man Award. Then, so anointed, I proudly headed out to Mississippi where Sam Corroero guided me on to Georgia.

This may seem like a long lead for a two day ride, but I have two reasons for going into it. First is, I want to expand your dirt bike horizon. Consider riding beyond your ken. Not just back to the truck, but beyond; where dirt bike folks, now unknown, befriend you and send you on even farther. Reason two is to give boss-man Clipper a chance to include scenic photos which will surely entice you to pack up and blast off cross country, off pavement to travel hundreds of miles a day at your speed, your way, along the earthen trail.

By the time I got to Georgia, I was ready to ride the Appalachians. Rick had rustled up some information and a map or two and he sent me off north from Atlanta into the Chattahoochee Forest. During our brief lunch meeting he suggested I return on June 17 and 18 to ride his club's dual sport ride.

The members of GARTRA know great riding, and they have it. Once I had seen their country, I knew I'd return in June. Sixty-four riders appeared for the 1995 Chattahoochee Forest Dual Sport Ride. They came from as far as Texas, Illinois and Maryland; some with wives and young kids riding pillion. It was to be two days, two hundred and thirty five miles of rural

delight. Lucky for me, soon after my arrival on Friday afternoon I was able to hook up with a local rider who had booked a room for the weekend at the TWO (Two Wheels Only) Motorcycle Camp.

I had made no arrangements so I shared expenses for the empty bed. TWO isn't just a camp but also a lodge, reminiscent of a comfortable, intimate old hunting lodge. Its



A little bit of water in the dark woods makes the riding all that much more fun. A father's lesson on flat-fixing on the trail.

owners and clientele consist only of motorcyclists of every persuasion. The paved road to this crest is one of the sportiest anywhere in the lower 48, and the rest of the local pavement challenges swarms of the leather-clad knee-puck types. Above and beyond is Dirt Bike Heaven. At any moment at TWO, you will find serious riders of both road and dirt, sharing stories, food and drink as only we can do it.

Saturday's ride started cool and sunny and included the usual elements of dual sport fare: a little hard road, some jeep road and a bit of gnarly single track. Spectacular geography makes this ride outstanding. Amicalola Falls was a way stop Saturday not so lofty, but to me more impressive was the Helton Creek Falls we visited Sunday. We walked in from the road a hundred years to see it; a place so idyllic that everyone there speaks in hushed tones, if at all. There, the water doesn't free-fall for thousands of feet, but rolls and slides sensuously over giant pebbles set into the mountain's side. Under the falls is a quiet pool in a wooded setting where filtered sun dapples large isolated stones in the water. Several couples nuzzled and sun bathed, oblivious to the rest of the world. Helton Creek Falls is one of those

few places of nature which are magnificent yet intimate, never mind who is there.

We went to lunch (included as part of the \$60 two-day entry fee) at the Historic Van Zant Homestead beside the Tocca River where bikini clad damsels drifted leisurely by, sprawling akimbo on old black truck tubes for our delectation—sort of a fat-free desert. I so enjoy watching life unfold, especially as they do it down south. Saturday afternoon's ride took us through mountainous forest roads temptingly fast, until afternoon showers turned the red Georgia clay to super-slime—which my Michelin Enduro Comp tires cut right through to the firm clay beneath, like incisors through a mashed potato sandwich...on Wonder bread with mayo. We finished the day wet and muddy, so everybody naturally shivered their way to campers, tents, showers or two, to clean up, dry up, feed up and rest up for Sunday.

By Sunday morning most of the trails had

dried a bit. I missed the arrows indicating the side loop to the Wissenhant ORV area, so with great enthusiasm I blasted along the main forest road. Not for me the bother of trail notes and roll charts. I had as much fun going miles in the wrong direction as the rest of the group had in flailing the mud of the ORV area. Rejoining the ride, I zoomed along in gay abandon, sometimes alone, often



with one small group or another, before splitting off; riding at my own speed, stopping for photos when I felt like it. That's the fun of these rides: no pressure. Ride hard as you want, when you want, stop when you want; be easy.

The weekend's trails were absolutely delightful. Broad, fast, narrow, rocky, tacky, slick. No one keeping time, but the time will be remembered. I loved it. This annual event, two years old, was small in terms of rider participation, but it is sure to grow. Industry support was impressive. Tucker Rocky Distributing was there with a display and a host of prizes. H & H KTM contributed, as did Spectro Oils. Local Honda, Husqvarna, Suzuki and Yamaha dealers also provided support. If you can, ride this one this year. The earth, the riders, the facilities, are unsurpassable. I'd say even unsurPEACHable. □

22nd Annual Foggy Mountain Breakdown Enduro



CLOSED ROAD ENDURO

July 21, 1996 • 8:00 am

Drawing July 14, 1996

Pre Entries-\$30.00 • Post Entries-\$32.00



RIDER REQUIREMENTS

All riders must have valid AMA & ECEA Cards, Spark Arrestor/Muffler. You must be 16 years old to ride-under 18 must sign Youth Rider Release Form (please call for form). **ECEA TEST SATURDAY ONLY.**

- * The Enduro is located at the Blain Fire Company Fairgrounds, Blain, PA.
- * 80 Miles of PA's Finest, Rock infested trails, 2 loops with gas stop at campground, easier layout than last year.
- * There is plenty of primitive camping, no pit racing or it will result in rider disqualification.
- * Sound test Saturday which will be held 4:00 pm to 7:00 pm and after 7:00 am on Sunday.
- * Sign up from 4:00 pm to 8:00 pm Saturday and after 6:30 am Sunday.
- * Chicken Barbeque Saturday & Sunday and Breakfast Sunday Morning.
- * Please note there is no gas station in Blain.

PLEASE MAKE CHECKS PAYABLE TO:

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Lebanon, PA 17042

For Information call

717-270-9420 or 717-536-3604 Race Weekend

DIRECTIONS

- * From East-I81 to U.S. 11 & 15 North at Harrisburg to PA 850 West, to PA 274 West
- * From West-PA Turnpike, Willow Hill Exit PA 75 North, to PA 274 East

1996 Foggy Mt. Breakdown Enduro • Blain, PA • July 21, 1996

Name _____ Rider Age _____
Address _____ Club _____
City _____ State _____ ZIP _____
Phone# _____ Emergency Phone# _____
AMA# _____ Exp. _____ ECEA# _____
Class _____ Bike Make _____ Disp. _____

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcycle Association and its district organizations, the East Coast Enduro Association, the promoters, Susquehanna Off Road Riders' Inc., sponsors and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am upon the event premises. I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

I have read this release and agree to the terms.

Signature _____ Date _____

Rider#
Class Code
Problem

EE Brush Guards, Moose Jacket, Michelin Knobs

Enduro Engineering Brush

Guards

A lot of different plastic hand guards have come and gone since the advent of Bark Buster-type aluminum hand guards. Riders like the extra plastic because it provides additional hand protection from brush and roosted stones, and keep hands warmer in cold weather riding. One of the drawbacks of most brush guards is that they mount on the outside of the aluminum bar, making the overall handlebar width slightly wider. Another negative feature of many guards is that they over-enclose the hand grip area, risking additional injury during crashes. Riders who use brush guards either overlook this drawback or are willing to cut down the guards to a more reasonable size.

The Enduro Engineering brush guards address both these issues, as the guards easily mount on the inside of the bark buster, thus handlebar width is unaffected, and provide good hand protection without being too restrictive. Billed as the first hand guards that you don't have to hack up to use, we've really grown to like them in the short time since their introduction. Installation of the brush guards was a snap. The kit includes all mounting hardware (self



tapping sheet metal screws and associated washers) and the proper sized drill bit for drilling the required holes. A natural fit for the Enduro Engineering aluminum hand guards, the EE brush guards will no doubt fit on aluminum Bark Buster-type guards manufactured by just about anyone. Although installation can easily be accomplished with the aluminum guard in place on the handlebar, it is a simpler process with the guard removed. Cost is about \$30, and this can quickly be recouped in money saved on band aids and doctor visits. All in all, highly recommended. Call Enduro Engineering at (517)393-2421 for the name of your nearest dealer.

Moose Four Seasons Riding Jacket

Billed as jacket for all weather conditions and imported from down under, the Moose Four Seasons riding jacket is made from a unique Teflon-treated cotton fabric called Durapel. The manufacturer claims that water simply beads up on Durapel, and thus the fabric is near waterproof, while providing significantly better breathing features than nylon fabric jackets. Available in tasteful solid colors of blue, purple and red, you'll find no adolescent patterns or fluorescent colors. Cut is true, as our large-sized jacket was plenty roomy and easily fit over a chest protector.

The jacket comes with all of the Moose Racing features that you'd expect. Four expandable pockets with snap closures permit storage of extra gloves, maps, or whatever you might be carrying. A large, center-of-the-back zippered flap and a two way main zipper that zips open from the top or bottom may be used for warm weather ventilation. Velcro sleeve and neck closures and a flap that covers the main zipper provides extra wind protection during cooler temperatures. Inside the jacket there is a trick waist draw string in lieu of an on-the-outside jacket belt—no more confusion between jacket and fanny pack belts.

We tried out the Four Seasons jacket for a

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SUNDAY JUNE 16

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9 AM Start

Novice:
11 AM Start

Amateur/ Exp.:
1:00 PM Start

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\$15 Jr., Minis & Women

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This is a flood control area!
Heavy rains on the day of or during
the week prior to the event could
cause postponement.
Call Steve for info.
(203) 775-1223 after 6 pm

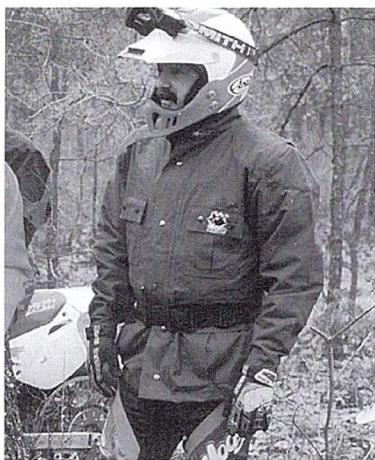
Proof of NETRA and AMA membership required.

Both memberships available at
sign-up. Arrowed from Rt. 8
exit #39 northbound, exit #40
southbound, Thomaston Dam, CT.

NO CAMPING at Dam!

Camping available at:
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Thomaston, CT 238-8088;
Burr Pond Taylor Campground,
Torrington CT 379-0172

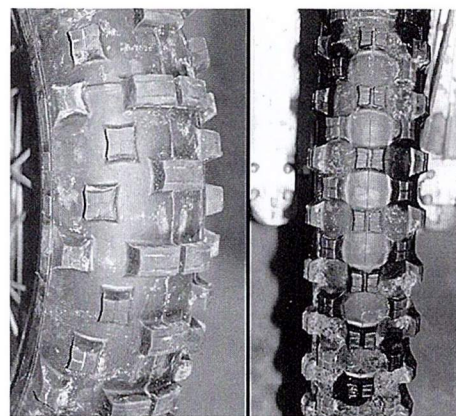
month or so this winter. Riding conditions were usually cool, occasionally warming up into the 50s. After several trail rides and one enduro we've come to the conclusion that this might be the ultimate trail riding jacket. The Durapel fabric is plenty warm for cooler temps and undoubtedly provides improved breathing and competent ventilation. This allows perspiration to evaporate quicker than most other jackets. Less perspiration means extra comfort in virtually all conditions. The only drawback is that under racing conditions, the Durapel is not as tough as traditional fabrics, like heavy Cordura nylon. Hence, when you're in the tight stuff mowing down bushes and trees with impunity, pointy sticks and thorns can quickly take their toll. If the Four Seasons Jacket had Kevlar reinforcements in the shoulder and elbow it could be the ultimate off-road wear. As it is, with the price of \$189, it's still a great choice for trail riders, dual sporters, and racers who don't have to deal with clingy shrubbery. Ask about it at your Parts Unlimited dealer.



Michelin Enduro-Comp III

We had the opportunity to try out a pair of new Michelin dirt meats this spring on our KTM 300. Billed as an all purpose enduro tire, the Enduro-Comp III model tire sports an open tread design with fairly tall knobs and a rounded shoulder. Tire rubber used is advertised as slanting toward harder rubber compounds, which promote a resistance to chunking and provide good wear resistance. Additionally, the front tire sports an unusually deep bead seat that offers extraordinary flat protection, but increases the difficulty level of tire changes. Seating the bead can be a bit finicky.

We piloted our KTM shod with the new Michelins (90/90x21 front and 140/80x18 rear) at the first two rounds of the ECEA enduro series. At the Sandy Lane Enduro, varying sandy conditions were experienced which included water obstacles and loamy black mud. At the Greenbrier enduro, soil conditions were a combination of sand and clay-based hard-pack. Some of the water holes down in Belleplain included climbing out of sticky, slick clay-based banks. Our impression of the Enduro-Comp III was positive in all conditions experienced, however, the tire really shined in the muddy clay-based soil of Belleplain. The tire was also an admirable performer in the sand, cornering, accelerating and braking. Neither end had the undesirable tendency to break away unexpectedly. Our only sniveling was that traction in deep sand was slightly less than a full-on soft terrain tire, like a Dunlop 990 or 752.



Through more than 200 miles of riding, the tire exhibited only minor wear, and we'll not hesitate to use them again under race conditions. As a result of the hard compound rubber we're anxious to try the meats up in the mountains, as the combination of resistance to chunking and excellent slick soil traction should make them winners. Here's the kicker though. During the dismounting process it was discovered that the Michelin Enduro Comps are DOT approved! Here we had been comparing the Michelins to other dirt tires, against which they fared well. As a DOT-approved dual sport tire, these Michelins have no equal. Truly the best DOT-approved knobby we've ever spun! At a retail price of approximately \$85 and \$105, front and rear, respectively, they're a bit pricey, but look like they'll provide long term use and good performance over a wide variety of terrain. Ask for them at your Michelin tire dealer. □



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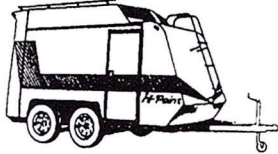


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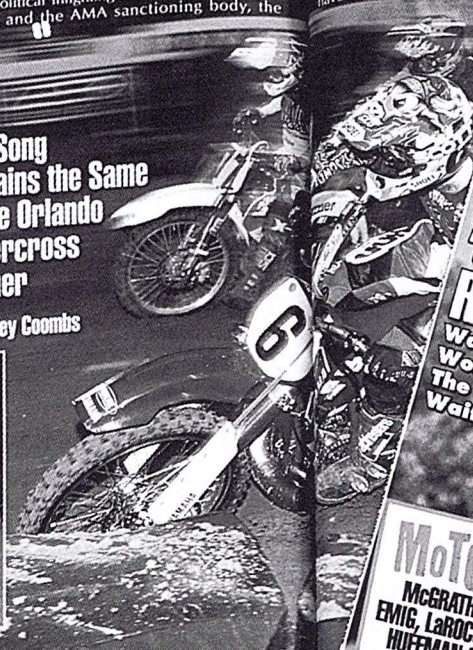
NOTHING SHOCKING

The 1995 Orlando supercross in central Florida was supposed to be the start of something special. Or at least something new. After two years of total domination at the hands of Jeremy "Showtime" McGrath and six months of fierce political infighting between the event promoters and the AMA sanctioning body, the

revamped '95 U.S. Supercross Series promised something different for riders and fans alike. New competitors had been shipped in from all over the world to compete, several top 125cc riders had graduated to the 250cc class, and a staging area full of new heroes had come of age in the 125cc class. The politics were resolved at the eleventh hour, and a new spirit of détente had developed between the organizing bodies. Indeed, on the track and off, the dawning of this new season should have been bright for everyone.

The Song Remains the Same at the Orlando Supercross Opener

By Davey Coombs



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro

rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in the mid '60s. Since then "Kato" has ridden and raced literally every type and size of motorcycle known to man, and has survived the Baja 1000 more than a half dozen times.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982. And we think that's pretty intense.

Perhaps that's why *Dirt Rider* magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

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DAYTONA '96

In the end, they say, cheaters never prosper. Let's hope it's true.

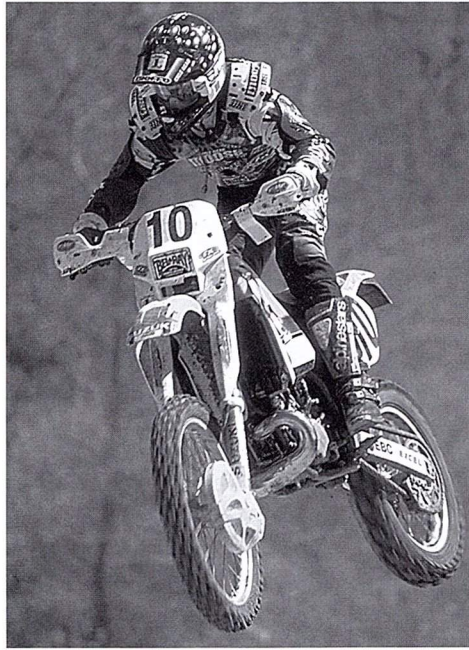
by Charlie Williams,
Ocala photos by Davey Coombs

Spring break for bikers, a little getaway vacation for all us poor white trash. Face it, motorcyclists rate low on the blue blood ladder. We are looked at as children who can not grow up. I'm introduced around cocktail parties, and these pencil neck geeks all act like bikes are still toys. I'm quickly assessed, judged, categorized and excluded from the pencil neck geek circle. Fine by me. I'll take bikers of any color any day. So I'm poor white trash, don't like it? Go #@!\$% yourself! This is a story about bikers for bikers, pencil neck geeks are welcome, just expect to be treated as you treat others. Remember how smug and secure you were at the cocktail party with all your geeky buddies? "The tables have turned. Freaks rule Geeks in this town, Buffy! Open the gates, ooze on in folks, watch your step."

If you have a crooked spine or a misshapen body, welcome! Maybe a short leg, or you have too much skin; maybe too much money or too much hair, too much of any thing and you are welcome. Maybe you're one of those big fat men with the spider web tattoo radiating from your elbows, your head is shaved except for the pony tail that hangs down your back. Welcome, come on in! Maybe you're a rail thin, ash tray colored grizzled ghost of a man, welcome! You cannot get ugly enough in this crowd. Fat is in! Sun-burnt fat, yards of it. Take your jaundice-colored skin out and quick-fry it in the Florida sun...smell that bacon, Leroy! Put on some of those dopey-looking bulbous glasses like Hollywood wears. And come on in!

If you're young you cut your hair short on

the sides with a little patch on top flowing down the back. Older men let their hair grow and grow, the grayer the better, the huge flowing gray beard is stained dark around the mouth hole from years of cigarettes and cof-



High-flying Steve Hatch, trying his luck on the Ocala double-jumps. Hatch is racing some of the GNCC events this year, with the rest of the Suzuki boys.

fee. Long dirty yellow-ridged nails stroke down the back of his adolescent girl friend. She, in a thong bikini, high heels and long straight blonde hair; then slips on her leather chaps and gets on the back of daddy's Harley. Her bare buttocks totally hanging out.

"Dirty old white male, seeks young, beautiful girl, to dedicate life to, in exchange for a line of cheap white powder that leads nowhere. Please meet me at Daytona."

Okay, so we begin to understand one slice of the biker pie, deal drugs to get chicks. A less than honorable vocation.

Next let's look at the customizers. These folks would like cars and boats if bikes were not so cool. They are not into drug trafficking and white slavery as much as they are into art, creating with their hands and mind rolling masterpieces. No they don't handle good, no they are not practical, no no no, we all can agree on that, but practical is not what the artist was creating. If he had wanted practical he would have built the Suzuki DR350 electric start and that would have

been the end of it. Customizing is a virtuous motivation and a good way to enjoy bikes.

Now we have the city boys who buy the bikes from the customizers, they dress up in fancy expensive leather and cruise looking for chicks. Nothing wrong with cruising for chicks now, is there?

The real riders. Strictly European machinery, their expensive riding suits aged with world wide abuse, patches from unheard of destinations. Usually loners, their odometer is their status symbol. It is expensive to put on lots and lots of miles, if nothing else the time spent away from work. These miles may compare to excellent snow ski skills, very expensive to achieve, and just as worthless, after you figure the years and years of practice it takes to earn these skills or miles. That's the thing with the Marlboro miles. Sure the stuff is cool looking, but it also means you inhaled how many milli-tons of tar and nicotine. Would this be a badge of honor or a dunce cap? You may only figure out lying in the hospital, coughing blood to the ceiling, eyes bugged out clearly past the end of the tunnel, you finally get the picture.

How about the street bike road racer ninja kamikaze guys? Youngsters, their life span is shorter than a moth. Besides just plain killing yourself on one of these street racers, the government has its ways of snuffing out the ninja pilots too. "Speeding," "reckless," "fleeing," "resisting," all key phrases to the magistrate, to the attorney, and to the insurance company.

"Yea, I sold the Ninja, bought this here scooter, want to get back to the basics."

"Bull shit! You bought the scooter cause



Ty Davis, the man who wins everything, didn't win Ocala. As a matter of fact, he's having trouble beating Summers at any of the GNCC events this year.



He's the limbo man! Can anyone get lower than Scott Summers does on his XR600? He also won the overall at Ocala.



Everybody's favorite ex-national champion. Randy Hawkins is such a good guy, you wonder why he spends his time racing instead of golfing.

you ain't got no drivers license, boy!"

Then we have the Christian motorcycle movement. I can't tell you a thing about this fringe, so I'll leave it open for one of the west coast magazines to cover, or we could ask the reborn Bernardo.

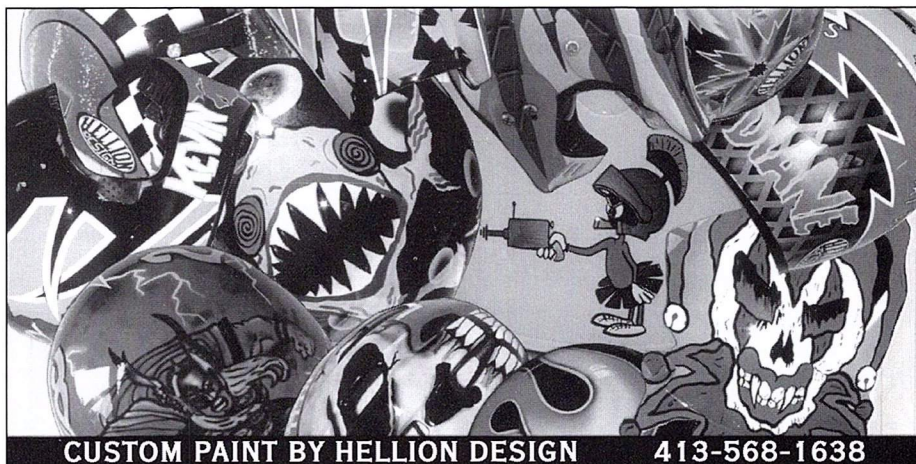
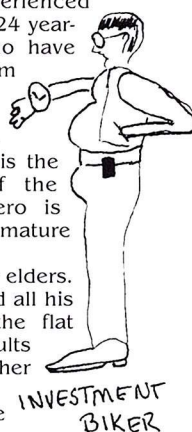
Then among all the other slices of biker pie we have the racers. Now this group is split up between many different breeds. From the elite road racers you only see pictures of, to

the Supercross guys you can ogle from a distance. You have the cross country guys that you wouldn't recognize if you did see them in person. Then my very favorite racers, the flat trackers. Morehead, Springsteen, Parker, Graham, Poovey...these guys are the true gentlemen of speed week. Springer is living proof you don't have to win every week to be number one. He has in the past, even last year, won a national, his first in years, but he still races because it is fun.

After the final, the public is invited into the pits, the riders are standing around laughing and joking, signing autographs, shaking hands and selling T-shirts. I think this good behavior is a result of the rider's age. Not just their own maturity, but being old enough to have studied the teachers from the old school—Nixon, Lawwill, Mann, Markle. Even

the oldest, most experienced Supercross riders are only 24 year-old snot-nosed punks, who have watched and learned from other snot-nosed temperamental punks before them. It is not the youngster's fault as much as it is the short life expectancy of the Supercross rider. The hero is washed up before he can mature into a gentleman.

We can all learn from our elders. Roger DeCoster should lead all his little chicklets down to the flat track and watch the adults play. DeCoster and the other team managers should know this, but we continue



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to have fist fights on the track, grumbling and sneering, still caught up in the 1970s psyche game where you've got to be a complete asshole to psyche out the other guy?! Then they get paid a lot of money, too. No wonder motocross has changed.

There are dozens of other slices of biker pie we could study but I want to jump ahead to the very lowest, darkest scarcest kind of bikers. This group is the slimiest, greasiest, trashiest scum bags of all Bike Week. These are the guys who cheat at dirt bike races! If you are guilty, better brace yourself cause I'm gonna slam blast all of you trail cutters! I will not tolerate this! I have watched cheating and trail cutting absolutely ruin my home club, the Stony Lonesome Motor Cycle club. By some twisted turn of fate I have been granted the print on these few sheets of paper. I will use my new super power to uphold justice and defend what's right. Trail Rider magazine may not be widely distributed, but it does go to all the key players in this sport. If you cheat you will read about it here. I may even draw your picture. Paul and I have talked about this cancer, but his hands are tied by politics. I am free to voice my opinion. I am not out to make enemies, and you shouldn't really get mad at me because I'm not the one cutting trail.

I have been asking around, kinda getting facts and accusations, it goes sorta like this. You have orange men pointing at green men

who are pointing at red men while the yellow men are pointing each other down short cut trails. If you want to feel your face flush, your heart rate jump and your throat get tight then keep cheating and keep reading. Stony Lonesome used to have lots of famous riders. LaMastus, Buckles, Hough x2, Plessinger, Summers; they all cut their teeth here but the cheating got so bad nobody goes back. I don't want to see this happen again, motorcycle racing is too important to me. I won't stand back and watch. I will use your name if you cheat. In light of recent events Dave Coombs has changed the GNCC policy and now does not allow riders to pre-walk the course. This should help, but it's the attitude we must change, not just the rules. Dave will now lead us to the flat track.

My dad taught me how to ride a bike. Even though he was not one of the greats, he had the maturity to study the styles of others and could imitate Joel Robert for me during class. I learned. My dad also taught me how to cheat. Cheat on taxes, girl friends, phone bills; taught me how to alter my drivers license, taught me how to cut through the mini mart parking lot so we didn't have to wait for the light. My dad taught me how to cheat the record clubs, reuse postage stamps, and water down the

whiskey. Dad taught me all the tricks, but along the way he instilled the lesson that you do not cheat in your sport. It was okay to beat a man and steal his wallet after the poker game, but not to cheat during the game itself. After all, today's society has cheapened every thing right down to nothing. It is up to every one of us to keep motorcycle racing as sacred the Holy Grail itself.

But there is prize money to win!

There is not enough money available to justify cheating. I don't care how much you stand to gain in one day, cheating will snuff the sport faster than anything.

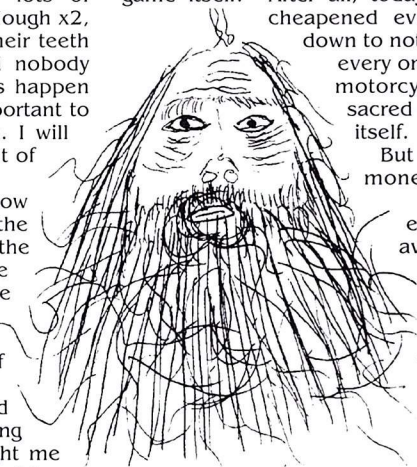
If you cheat to win a dollar today, tomorrow

you will be racing for nickels again. No, today's children will be racing for nickels. Besides, any money won through cheating will be karmically tainted and will bring trouble. Your prize money will buy faulty condoms, watered gas and bochulic food. I have talked with my good friend Dionne Warwick and she assures me all the psychics are sending out their negative vibes directly to dirt bike cheaters. Please do not make me resort to voodoo.

So one last time: put your greedy cheating ego aside and realize if you cheat it will come back on you. You are leading this pack; will our sport become another championship wrestling show or will you lead us down the right path of honor, dignity and respect?

Do you see what a sour taste cheating leaves us with? Just writing and reading about it sucks, so let me serve up some positive biker pie: The investment biker, \$17,000 Rolex watch, \$13,000 Harley, these guys are okay too. It's their excess money that fuels the customizers and new bike sales. How about the black guys on Honda choppers? I know some fellas from home who rode their cobby hard tail choppers all the way to Daytona, camped out the whole time and rode home. Jesus, that would be hard as hell, it would be miserable! That is their motivator—biker boot camp. I'll bet they leave brothers all along the route, lying on the ground next to their bike crying, sobbing about the cold and pain. Only the strongest will make the whole trip. If by bad luck you were ever to get in a fight with one of these men, do not let him get you in any kind of hold that resembles him sitting on a bike! No matter how many times you knee him in the spine, he is not going to let you up.

So there you have it, a pie chart unlike any you studied in school. Very flavorful, that's for sure; except for the crust, and the crust is made up of cheaters. I hate to think that this whole trip to Daytona was tainted by cheating, but it was, so one last lap around the cheating thing: In the movie On Any Sunday, who was your hero? Who did you most want to grow up to be? Okay, that was easy; now why? □



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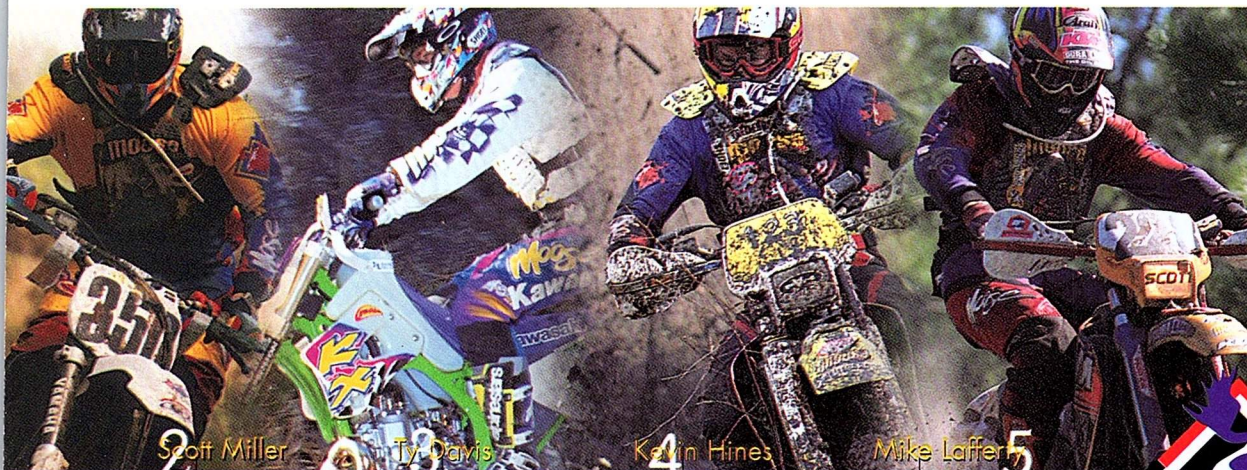
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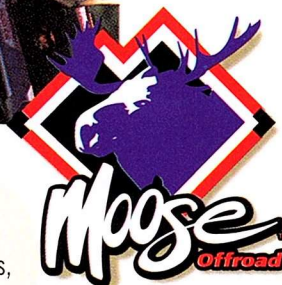
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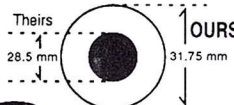
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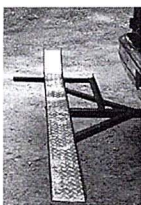
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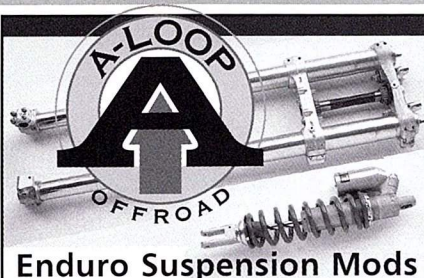
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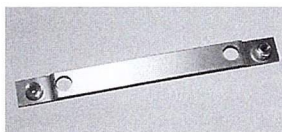
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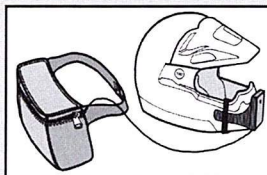
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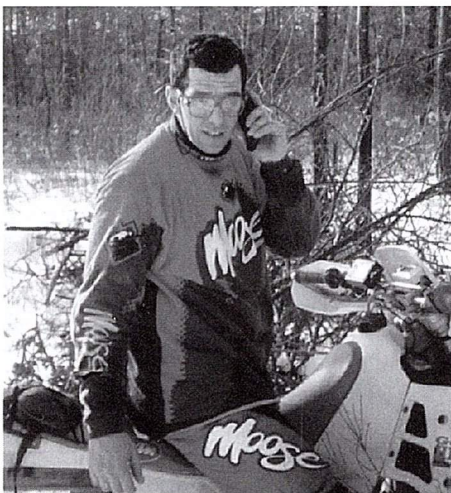
Should YOU carry a Cellular Phone with you while Trail Riding?

by Pete Ziobro

Cellular phones aren't just for yuppies anymore. In fact, a lot of people carry them and use them while at work. But what about carrying one while you're out trail riding? The thought became obvious to me a couple of weeks ago when a friend of mine became seriously injured while out riding. What if I had a phone with me and could've called an ambulance, right there on the trail, instead of having to head out for help? Would his injuries have been less severe? That's a question we'll never know the answer to. But what we do know is that, especially if it's a head injury, or a bad cut, time is of the essence. But even if the injury is not life threatening, you still want to get the person into the hands of the paramedics as soon as possible.

Probably the only thing worse than wondering how to get a hurt friend out of the woods, is wondering how to get a hurt YOU out of the woods in the least possible time. Do you always obey the Golden Rule and ride with someone else, or do you often ride alone like I do? How would you get rescued if you couldn't walk or ride out for help? Hmm? A cellular phone could be the answer. They're light, don't take up much space, and are easy to use.

Let's explore a couple of other reasons why you might want to carry one. Let's say you're participating in an organized event. Here in New England, a lot of the route sheets have an emergency telephone number at the top of them. You're riding an event and you or someone you run into gets hurt. You whip out your cell phone, call the number and say: "Hi, I'm riding the event and I'm calling from my cell phone. I'm at 15.8 miles on the route sheet and I'm with a guy with a broken leg and we need an ambulance." Or if that fails, Dial 911. In



"Whattaya mean you're out of pepperoni? What kind of pizza joint are you running?" The joys of telephony.

Massachusetts, you can get hold of the State Police by dialing SP on the phone. What could be easier? Some phones even have one-touch dialing. Or you can load in the phone numbers of family or friends. If you got hurt and couldn't dial it yourself, someone could just hit one of those keys and reach one of your friends.

Let's say you break down in the woods and don't want to have to walk back or push the bike all the way back to your truck. Just whip out your cell phone and call a friend to come pick you up. A word of warning here though. Every word you say can be overheard by people listening to scanners similar to the ones that pick up fire and police calls, so don't say anything like: "Hey Fred, my bike's broken down in the woods. Want to get my truck and come pick me up? It's parked at the motorcycle parking lot on High Street in Acton. The key? Oh, it's behind the back tire like usual." Do this and

you might find that some unscrupulous person beats Fred to your truck and steals it. But in an emergency, who cares who's listening? And if it's not, just don't talk like no one's listening, because someone might be. Plenty of people use these phones every day for business—they just don't give out any "family secrets" while they're on them!

(Editor's note: We've also heard of people carrying cell phones with them, and calling local bike shops for tech advice when their bikes break down on the trail. Maybe call Triple-A for a tow truck?)

Are you convinced yet? I am. In fact I bought one for just this purpose. But no matter what the ads tell you, the phones are not FREE. You have to sign-up for some kind of calling plan, and pay a penalty if you cancel early. But depending on what phone you get and if you plan to use it for just emergency type calls, it'll probably end up costing you about \$20-\$30 a month.

To some people that may sound expensive. But what's it worth if it saves your life? Here's the set-up I use: I purchased the Radio Shack model CT-352 (which is made by Nokia). It's about six inches long, two inches wide, and three-quarters of an inch thick. It has a retractable antenna, weighs only seven ounces, and gives 50 minutes of talk time on a fully charged battery. Plenty of time I would think to get you out of that trouble spot! (The small hand held units like this have the battery packs mounted on the back. You can get bigger batteries if you want more "talk time", but they weigh more and make the phone bulkier.) Unless you use the phone for other purposes, the standard battery should be just fine.

To take it on the trail, I slip it in its case, stick it in a zip-lock plastic bag, and wrap the whole thing up in an old face towel. That way it's protected from both water and shock. Slipped in my fanny pack, there's still plenty of room in there for my other essentials like wallet, keys, aspirin and camera.

Well, that's my setup, but what are you waiting for? Prices are coming down on these phones and their calling plans all the time, and if you look around you can get a pretty sweet deal. (Under most of the calling plans you have to sign-up for a year, but check them out.) Here's an idea: What if you get a phone, and the wife takes it with her to work on the weekdays (in case the car breaks down or something), and on the weekends you take it out into the woods? Great idea, huh? That way you're both covered!

Here's to safer trail riding! See you in the woods... □

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HERTFELDER

Alligator Hunting

The magic word "Daytona" means that you can see the light at the end of the winter tunnel, the time when a new season of trail riding will begin with sunshine, warmth, clear skies, and all things good and wonderful.

Things like those new sharp edged grab-



Bob Schmidt from New Jersey, with New England's Bud Peck and Piet Boonstra. Short guy is Ed Hertfelder, from Arkansas.

hold-of-anything tires, new sprockets and a chain that isn't dragging on the ground. And maybe a hope that the low-rate health club membership you've been sweating with all winter would help you out-point that fat guy from Millville who was always waddling off with the trophy that YOU missed by three seconds at a #@%*!! emergency check.

Daytona to us trail riders means the Alligator enduro and the Alligator dual sport rides; the dual sport is for all the old worn

ers pick up their route sheets and number stickies, and it sure is fun stepping around the same piles of cow patties that the REAL riders are stepping around as they mope around pissing and moaning about their riding number.

For us old farts it's a once a year gathering to start motorcycles that probably haven't been running for months. Sometimes whole families of spiders get blown out of the exhaust pipes, then seem to crawl around wondering where all the snow went.

That reference to old farts is accurate; those guys have been on the road eating fast food for days and the popping of an occasional "barking spider" causes a lot of turning around to accuse others of excessive flatulence. Occasionally some sad-faced self-appointed ghoul will wander up and start a conversation with: "guess who died"? then begin to rattle off last year's AMA obituary list. I usually chase them off with a good long squirt from a fresh can of WD-40; and I suspect they'll be very happy to announce Hertfelder's demise.

When my Bernice came back with the obligatory tee shirt I saw that this was the fifth running of the dual sport. It's been my pleasure, more by luck than good planning, to have ridden all of them. The first year they came up with the eight and a half inch wide route sheet but corrected it the second year when I threatened to show up with a paper towel holder mounted on my handlebar. Kawasaki used to provide breakfast, but in a frenzy of corporate downsizing have reduced this to char boiled hot dogs on stale rolls at the ferry crossing.

And let me tell you that after 87.6 miles of Florida sand, tar, and dirt roads (with a two-bit creek crossing thrown in for laughs) they are the most delicious dogs ever!

Suzuki was on-line with soft drinks, chain lube and friendly Mark Hyde who has the tools and expertise to fix any brand, any year, motorcycle. He DID have a bit of bother with a 1966 Bultaco, but got it running good enough to finish the 150.8 mile ride.

Later, the Bultaco was propping up a FOR SALE sign on the impound fence and younger riders were looking at it as if it were a moon rock.

Did he say FERRY CROSSING!?

You bet. It's a flat barge that's probably designed for the car of the rare off-beat motorist, overloaded with cameras and sun screen, looking for the elusive REAL FLORIDA. The barge is motivated by an old, narrow beamed boat roped against one side. We found out that the boat was built in



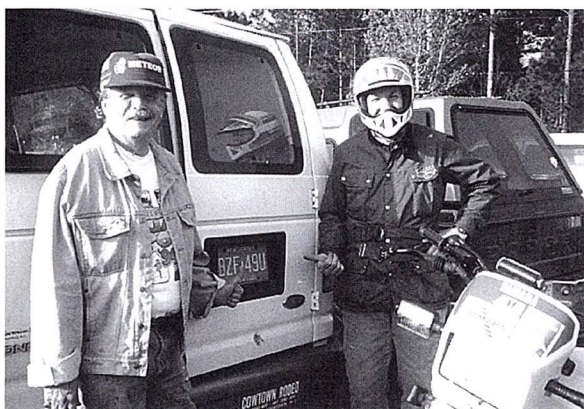
This is Bill Keller from Ohio. He is the layout boss for the Little Burr events in Ohio.

1918 and they've long ago lost count of how many engine replacements it had. Present kicker was a four cylinder diesel from a wrecked Renault.

They squeeze maybe forty motorcycles on the thing and it's sort of neat to rub handlebars with the great riders, the near-great riders, some used-to-be-great riders and many wished-they-were great riders. I pointed out REALLY great Burleson to my good friend Norm White, and Norm proceeded to take a photo of Burleson's new friar-type hair style which Norm himself is adopting and I have taken to it's ultimate motif.

Hair today and gone tomorrow is the way it goes, and if you ever get to the Alligator; bring a hat!

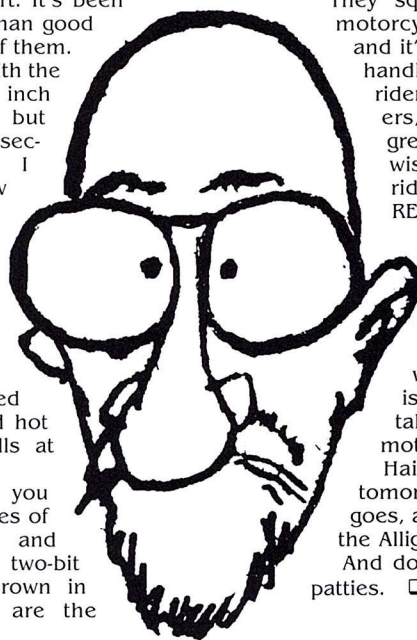
And don't step on the cow patties. □



Meteor member Norm White and South Jersey Enduro Rider Jack Rainey at the dual sport.

out gimpy battle scarred folks who USED to ride the Alligator enduro but can't cut the mustard anymore. Some of us can't even get the jar open.

One nice thing is that the Alligator dual sport starts and finishes in the same fenced-in meadow where the Alligator enduro rid-



Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.

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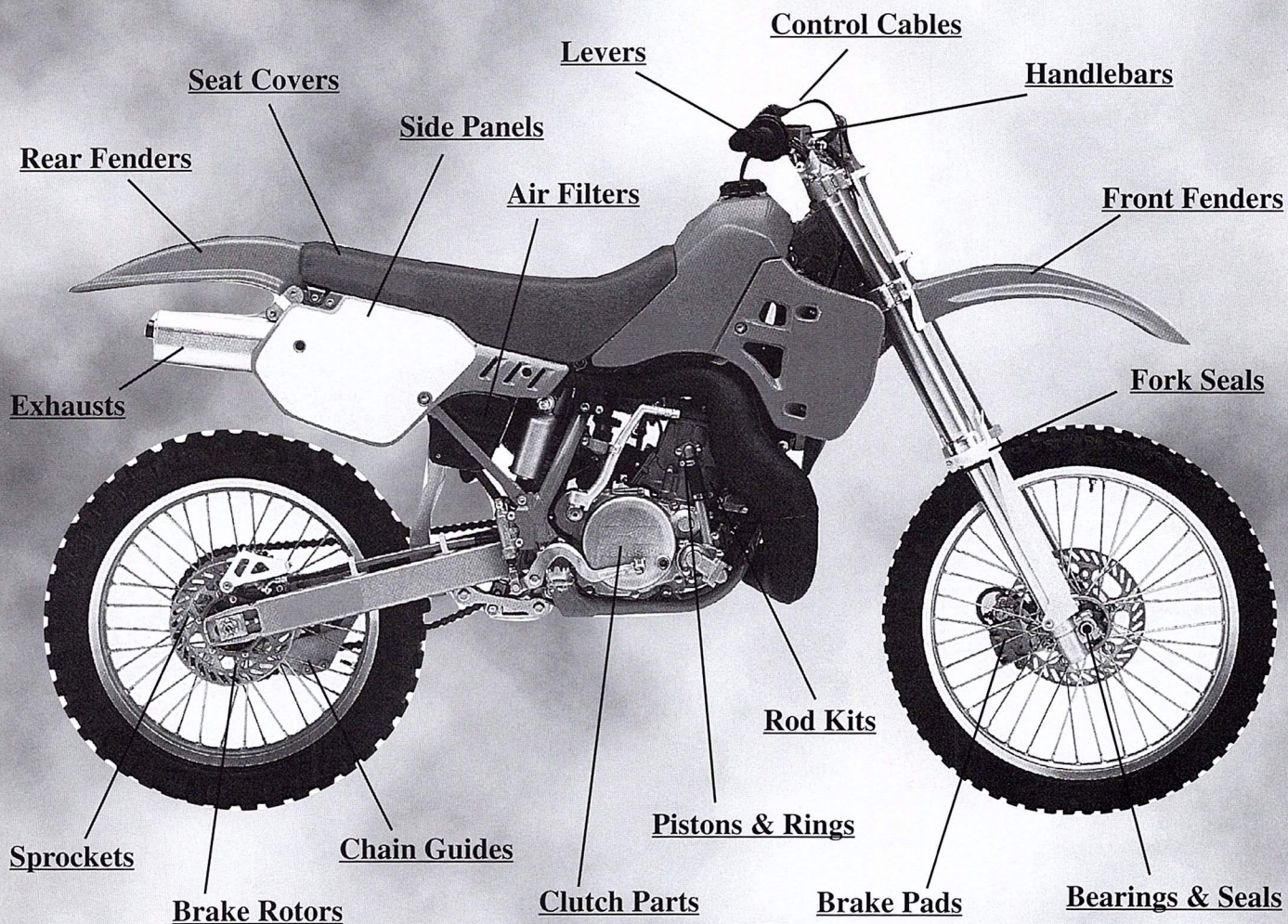
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